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The Daily Press.

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HONGKONG, 30th July, 1902.

IT seems that there is after all to be no international question about the small island which, after remaining unknown to almost the whole world, has suddenly sprung into prominence. The possession of Marcus Island apparently will not be allowed to become a subject of contention, between Japan and the United States of America, the latter Power never having shown anxiety to see the "Stars and Stripes" hoisted over he island and being now unwilling to engage in contention over it. As the supposed discoverer of Marcus Island, Captain ROSEHILL, is not known to have abated his claims (which from the account which we published yesterday certainly appear strong), there may yet be negotiations about the ownership, but the New York Press, as our London correspondent informs us, is not sympathetic to Captain ROSEHILL's side of the case, from which we may assume that the question does not arouse public feeling. REUTER's telegram of the 25th instant, indeed, already showed this. Japan, on the other hand, has taken more energetic action, no doubt on account of the intention of working the island as a Government concern. Geographically considered, Marcus Island would appear most naturally to belong to Japan, if to any nation, for from the latest information, as to its position it is not far from the Bonin Islands, over which Japan's sovereignty is of course undisputed. It has been customary to regard the Bonin Islands as the easternmost of Japan's possession (south of the main islands, that is), but there are other islets east of the Bonins, which it would not be surprising to see Japan claim should they prove to have any commercial value. We do not imagine that any other Power would care to dispute the possession of such specks of land, undesirable as places of residence and not accessible except at certain periods of the year.

THE *Japan Mail* some days ago felt impelled to rebuke "the extreme grossness of language and invective habitually employed by Shanghai and Hongkong journals when discussing the acts of the Chinese Court and of Chinese high officials." The immediate cause of the *Mail's* strictures, however, was not a remark about any Chinese dignitaries, but some certainly foolish headlines which were put over REUTER's telegrams about the movements of Prince KOMATSU, in a Shanghai paper. The Shanghai journal, feeling that REUTER gave considerable space to the doings of the Japanese prince, to the exclusion of other news, expressed this feeling in headlines above the telegrams which were intended to be humorous. The *Japan Mail*, dealing with the question, said that it was incomparably more important that English journals printed in Shanghai and China "should be persuaded to observe the elementary rules of politeness in speaking of the Sovereign and of the high officials of the land whose hospitality these newspapers enjoy." We need not dwell on the fact that in the island of Hongkong at least we do not enjoy the hospitality of China, strictly speaking. We may be content to be reckoned with Shanghai and China ports (wherever they may be) in which English newspapers are published. The *Japan Mail* declares that the things said constantly about the Empress Dowager are brutal, that the things said about the late LI HUNG-CHANG used to display equally disgraceful license, and so on. We do not know whether our Yokohama contemporary is prepared to defend the Empress Dowager and the late LI HUNG-CHANG against the charges which stirred up the Press of Shanghai and Hongkong against them. We should imagine not, and that it is only the language to which the *Mail* objects. We would venture to say that in no Hongkong paper has language been used with regard to high Chinese personnages which could not equally well appear in a London paper. Free criticism is only to be expected in a British colony like Hongkong, where of course the Press is on a different footing from that of the English Press in Yokohama, for instance. Shanghai's case is different again from Hongkong's, but it remains to be proved that reputable Shanghai papers have used "brutal" and "disgraceful" language, as they are charged with doing. The mere assertion of the Yokohama journal will not carry conviction with it.

Two fresh Chinese plague cases, both fatal, were reported up to noon yesterday, making the year's total 502 cases.

On account of several of the V.R.C. members being laid up with fever, the water polo match between the V.R.C. "A" and "B" teams has been postponed indefinitely.

A London telegram of the 12th inst. gives the following cricket results:—Hants beat Somerset by five wickets. The Australians beat Worcestershire by 174. Derbyshire beat Leicestershire by 242. Harrow beat Eton by eight wickets. Yorkshire v. Sussex and Gentlemen v. Players were drawn.

A "Recent Visitor to Macao" writes:—It is rather curious to observe that though so many notable improvements have been made in the buildings and laying out of Macao since H. E. Senhor Horta e Costa was appointed Governor, the only street named after him in the town is a very sordid one. The Rua Horta e Costa is certainly to be described as a "mean street."

Yesterday we reported the death from plague of an European at the Colonial Hotel, Jubilee Street. His name was Frank Korn (not Horn), and it appears that he was an American of German extraction, about 30 years of age and, so far as is known, unmarried. He had formerly been employed as a warder in Victoria Gaol, and latterly as a bar-tender in various of the drinking saloons throughout the Colony.

The late Marquis Saigo, one of the "Elder Statesmen" of Japan, was born at Kagoshima in April, 1843. His official career commenced in August, 1868. He proceeded to China in the suite of the late Ambassador Okubo in August, 1874. He was sent to the International Exhibition held at Philadelphia in January 1876. In September 1878 he accepted the portfolio of Education and acted for the War Minister during the indisposition of Marquis Yamagata. In July, 1882, he was created a peer, receiving the rank of Count. On 23rd December, 1885, he was appointed Minister of the Navy. In July, 1886, he was sent to Europe and America. In May, 1890, he became Home Minister and in 1892 he was appointed Privy Councillor, and Minister of the Navy in March, 1893. He was appointed War Minister in October, 1894, and again became Navy Minister in September, 1896. The title *Gensui* (Field-Marshal) was conferred on him in January, 1898. According to the Japanese journals the remarkable feature of the Marquis's character was his frankness and honesty. He was generous-minded—more so than could be known by outsiders—and loyal to the interests of the throne.

Certain correspondence is unavoidably held over from to-day's issue.

The old building at Nagasaki of the Hongkong and Shanghai Bank has been pulled down.

1,000 of the employees of the Kure Shipbuilding yard, in Japan, are said to have gone out on strike.

The Corean Government is now enforcing quarantine regulations at Chemulpo on all vessels arriving from or by way of China ports and Hongkong.

His Majesty has conferred the decoration of the Conspicuous Service Cross on Gunner George Mascull, Royal Navy, in recognition of his services during the operations in China.

The bodies of Lieutenant Henry and Cadet Herbert, killed during the siege of the Peking Legations, were last month brought to Marseilles by the Messageries Maritimes steamer *Tonkin*. Their transfer from the steamer was made with much ceremony, and the men-of-war in the harbour sent detachments. The body of Lieutenant Henry was to be interred at Plougrescrans (Côtes-du-Nord), and that of Cadet Herbert at Cette.

After their second victory over England (by which they may be said to have accomplished the object of their tour, since the "rubber" must now be theirs) the Australian cricketers have not many important games left. The last test match is fixed for the 11th prox. at the Oval, M. C. C. is met at Lords on the 14th, Middlesex on the same ground on the 25th, and Lancashire on the 28th August. Sussex, Gloucestershire, and Kent will also be met, among the first class counties.

A Pretoria despatch to an American paper says:—"What is to come after the war? One thing is certain, that notwithstanding the disgruntlement to a certain element of the Cape the rule of Britain will be upheld most vigorously, and whatever civil liberty is acceded the Boers there will be no chance given the malcontent element to stir up conditions to such a pitch as to bring about another war." The "disgruntlement" is positively awful to contemplate.

A return "Of Merchant Liners under Contract with His Majesty's Government for use as Armed Cruisers in War," has been issued as a Parliamentary paper. There are altogether 49 vessels. The list includes 12 vessels of the P. and O. Co. For the *Caledonia, Persia, Arabia,* and *India* an annual subsidy of £4,590 is paid, while the other eight boats, the *China, Egypt, Himalaya, Australia, Victoria, Britannia, Arcadia, Oceana,* receive no subsidy. There is a reduction of 25 per cent. for each ship in receipt of payment for carrying mails.

The battleship *Centurion* has nearly completed the additions to her armour and armament, and when finished will be a very much more efficient vessel than she has hitherto been. New and additional casemates, constructed of the most modern armour, have been provided for the whole of her secondary battery, which will consist of six-inch guns of the latest pattern. The *Barfleur* (a sister vessel to the *Centurion*) is about to be similarly treated, and a sum of about £130,000 has been allotted for this purpose, of which £80,000 will be expended during the present financial year.

The Russian Governor-General of the Amur district has wired to the Russian Minister at Tokyo, making a modification in his recent declaration to the effect that all vessels leaving any Japanese port for Siberia should first visit Vladivostock for quarantine purposes. By the new arrangement those vessels coming from ports in Northern Japan, after having obtained a bill of health endorsed by a Russian Consul, may freely proceed to any Siberian port without first visiting Vladivostock. Only the vessels coming from ports in Southern Japan are to be dealt with in accordance with the Governor-General's declaration.

The *L. & C. Express* of the 27th June says:—The Hongkong contingent and the men of the First Chinese Regiment from Weihaiwei have also taken up their quarters within the Palace grounds on arrival *via* Canada on the 23rd inst. They reached Liverpool in the *Tunisian* during the morning, and coming to London arrived at the Palace grounds about 4.30 p.m. The troops numbered 86, including representatives of the Hongkong Volunteers, the Hongkong and Singapore Royal Artillery, and Hongkong Engineers, 1st Chinese Regiment, and Indian soldiers. Major Chapman is in command. The men are a splendid body, and created much comment at Liverpool, where their departure for London was witnessed by enthusiastic crowds.

A despatch dated Washington, 21st June, says:—President Roosevelt has been unwillingly convinced that no reciprocity legislation can be enacted at the present session of Congress. Senator Foraker said to-day that the proposed commercial treaty between the United States and Cuba would not be sent to the Senate this session. The defeat of the President is softened by the declaration that reciprocity must come sooner or later, and that the fight will be resumed at a more opportune time. It seems to be the general opinion that the Administration will endeavour to create strong reciprocity sentiment and then call a special session in November for the consideration of a treaty which has already been drafted and which the President wanted to send to the Senate before the expiration of the present session. The President does not take kindly to being defeated through the efforts of the minority in his own party, and it is said that Senators Aldrich, Lodge, Foraker and others had a hard time to convince him that it was necessary to postpone action for the present.

TELEGRAMS.

REUTER'S SERVICE.

LONDON, 26th July.

THE CORONATION.

His Majesty held a Privy Council on board the Royal Yacht at Cowes to-day, and signed the Proclamation fixing the Coronation for the 9th August, making that day a Bank Holiday.

THE KING'S PRIZE AT BISLEY.

Lieutenant Johnson, of the London Rifle Brigade, is the winner of the King's Prize at the National Rifle Association Meeting at Bisley.

CRICKET—THE FOURTH TEST MATCH.

The Fourth Test Match concluded to-day at Old Trafford, Manchester, has resulted in a win for the Australians by three runs.

BOXING CHAMPIONSHIP OF THE WORLD.

In the contest at San Francisco for the Heavy-weight Championship of the World, Jeffries knocked out Fitzsimmons in the eighth round.

LONDON, 27th July, 1902.

THE JEFFRIES-FITZSIMMONS FIGHT.

Numerous allegations of collusion between Jeffries and Fitzsimmons in their fight for the Heavy-weight Championship of the World are current in San Francisco. Fitzsimmons was seen to have much the best of the fight until he paused and spoke to Jeffries, who thereupon knocked him down and counted him out.

DEMONSTRATIONS IN PARIS.

The demonstrations against the anti-clerical measures of the French government were continued in Paris yesterday. Some stones were thrown and blows exchanged, but the demonstrators confined themselves mainly to shouting.

ITALY AND SWITZERLAND.

Relations between Italy and Switzerland are about to be resumed, this being due to the agency of the German mediation.

KING'S PARK OPENING.

We were informed yesterday afternoon from the Colonial Secretary's Office that on account of the unfavourable weather the opening of the King's Park has been postponed till Saturday next, the 2nd August.

THE WEATHER.

The following typhoon notices were issued from Hongkong Observatory yesterday:—

On the 29th at 5.15 a.m. Black North Cone hoisted.

At 11.10 a.m. The typhoon entered the coast to the East of Hongkong last evening moving Northwards. It is probably filling up. The barometer has risen generally, particularly in the neighbourhood of Hongkong. Pressure is high over E. Japan, and a depression is advancing Eastwards over Manchuria.

Moderate to strong S.E. to S.W. winds along the China coast.

Noon. Black Cone taken down.

The heavy rain which had set in on the previous night continued until early in the afternoon.

ACCIDENT ON PEAK TRAMWAY.

CARS STOPPED.

On Monday night, about nine o'clock, an accident happened on the Peak Tramway which resulted in the temporary stoppage of the running of the cars. The accident, in its circumstances, was a very simple one indeed, merely the sudden putting on of the brake on a car coming down the hill and the dislocation practically of the cable. From enquiries made at the office of the general managers, Messrs. John D. Humphreys & Son, we learn that the driver of the car in question just after the downward journey had been commenced, for some reason or other suddenly lowered the brake-handle, the result being that the brakes clutched the rails with such force as to stop the car instantaneously and, as has already been said, jarring the cable to the point of dislocation. The driver's explanation is that the brake-handle was wet and accidentally slipped. The necessary repairs were carried out with all possible expedition, and the running of the cars was resumed at 7 o'clock last night.

POLICE COURT.

Tuesday, 29th July.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

DISORDERLY SEAMAN.

James Smith, an unemployed seaman, admitted that he had behaved in a disorderly manner whilst drunk in Hollywood Road, and was fined $2. He had no money, and went to prison for eight days.

VAGABONDS.

Chang Hop and Liu Fong, coolies out of a job, were found sleeping in a house in Second Street, Yaumati, the other morning, and were taken into custody by a Chinese sergeant of police on a charge of being rogues and vagabonds.

They admitted this, and were sent to prison for 14 days each, with hard labour.

WATCHMAN'S HIGH-HANDED ACTION.

Leung Fai, a coolie employed at Hunghom Police Station, was sent to the docks there with a notice-board. On arriving at the gate, the Indian watchman on duty, after ascertaining his errand, struck him over the back with his stick and threw the notice-board into the street. The coolie went back to the station and reported the matter, with the result that the watchman was arrested and sentenced to a month's hard labour.

HEAVY BAIL FORFEITED.

The case of To Yan, lately compradore to Messrs. Lauts, Wegener and Co., who was charged with forging promissory notes to the amount of over $12,000, and was allowed bail of $10,000, was called, but the defendant failed to answer to his name. Bail was declared forfeited and a warrant issued for the defendant's arrest.

DEPARTURE OF H.M.S. "TERRIBLE."

Yesterday at 11 a.m. H.M.S. *Terrible* left this harbour homeward bound, proposing to arrive in England on the 19th September, the third anniversary of her departure from home on a most eventful commission. She will proceed at once to Singapore, whither she would have sailed on Monday but for the unpropitious weather, and there await further orders.

A few facts of the *Terrible's* history may be of interest to our readers. A first-class cruiser of 14,200 tons and 25,000 i.h.p., H.M.S. *Terrible* was built by Thomson of Glasgow in 1895 at a cost of £681,419. Her armour is 6 in., gun-position, and 2—6 in., deck, while she carries two 9.2 in., twelve 6-in. q.f., eighteen 12-pr., twelve 3-pr. guns, nine Maxims, and two 12-pr. boat guns, as well as being armed with four torpedo tubes. Her speed is 22.4 knots, and her complement 840 men. She was commissioned at Portsmouth on 24th March, 1898, by Captain C. G. Robinson, now Commodore at this port. Captain Percy Scott succeeded to the command in September, 1899, and the *Terrible* left England for China, *via* the Cape. On arrival at Cape Town, however, the cruiser was detained there in consequence of the Boer War, which had just broken out. It is familiar history now how the *Terrible* landed her guns on improvised mountings and got them up to Ladysmith in the very nick of time, to play a very important part in the defence of the town. The *Terrible's* naval brigade served with General Buller in Natal, making for themselves a great name, Captain Scott deservedly being awarded the C.B. for his services and several officers promoted or decorated.

The *Terrible* then proceeded to her original destination, the China Station, arriving at Hongkong on the 8th May, 1900, the latter half of the day being observed as a general holiday and a most enthusiastic reception being accorded to the cruiser. But she had not come out to the Far East for a peaceful time and was soon up at Taku, landing men and guns. The guns, it must be remarked, on the Ladysmith mountings, were really the only guns in the British or foreign fleets fit for service against the Chinese artillery, and they were sent up both to Tientsin and to Peking. The fighting up north having ended, the *Terrible* rested at length from military duties and entered upon a more peaceful period of her commission, but continued to win distinction. How the dredger *Canton River*, sunk in the typhoon of November, 1900, was raised by the efforts of her officers and crew is well known to all Hongkong residents. The final period of her stay has been taken up principally with a run or two of trooping and troopship duties to Weihaiwei. She goes home having won for herself a reputation which will not readily be forgotten out here. She has contributed to raising the efficiency of the fleet by setting up a world's shooting record, unbeaten until a few months ago, and she still has the coaling record for warships.

How much of her remarkable record is due to the abilities and energy of Captain Percy Scott it is impossible to estimate, but it will readily be admitted by naval and other critics alike that the debt is a heavy one. Captain Scott is not only an inventive genius himself but is also apparently capable of inspiring his crew with like gifts. The "Dotter," which enabled the *Terrible* to set up the heavy gun shooting record, is the most famous of Captain Scott's inventions, but it is but one among many. The *Terrible's* captain leaves behind him an enviable reputation and numbers of friends in China, who will look forward with pleasure to seeing him join Prince Louis of Battenberg and Captain the Hon. Hedworth Lambton in the list of new Rear-Admirals.

HONGKONG AND SHANGHAI BANKING CORPORATION.

The following is the seventy-fourth report of the court of directors to the ordinary half-yearly general meeting of shareholders to be held at the City Hall, Hongkong, on Saturday, the 16th August, at noon.

To the Proprietors of the Hongkong and Shanghai Banking Corporation.

Gentlemen,—The Directors have now to submit to you a general statement of the affairs of the Bank, and balance sheet for the half-year ending 30th June, 1902.

The net profits for that period, including $1,438,248.07, balance brought forward from last account, after paying all charges, deducting interest paid and due, and making provision for bad and doubtful accounts, amount to $3,557,618.92.

The directors recommend the transfer of $500,000 from the Profit and Loss Account to credit of the Silver Reserve Fund, which fund will then stand at $4,750,000.

They also recommend writing off Bank Premises Account the sum of $200,000.

After making these transfers and deducting remuneration to Directors there remains for appropriation $2,842,618.92, out of which the Directors recommend the payment of a dividend of one pound and ten shillings sterling per share, which at 4/6 will absorb $533,333.33.

The difference in exchange between 4/6, the rate at which the dividend is declared, and 1/8½, the rate of the day, amounts to $871,544.71.

The balance $1,437,740.88 to be carried to new profit and loss account.

DIRECTORS.

The Honourable J. J. Bell Irving and Mr. H. L. Richardson having resigned their seats on leaving the Colony, the Honourable C. W. Dickson and Mr. G. H. Medhurst have been invited to fill the vacancies; these appointments require confirmation at this meeting.

Mr. A. Haupt has been elected deputy-chairman in place of the Honourable J. J. Bell Irving.

AUDITORS.

The accounts have been audited by the Honourable C. S. Sharp and Mr. W. Hutton Potts.

T. H. SHEWAN, Chairman.

Hongkong, 29th July, 1902.

PORTSMOUTH NEWS.

[FROM OUR SPECIAL CORRESPONDENT.]

Portsmouth, 28th June.

"*L'homme propose, mais Dieu dispose*" is a very true adage again exemplified by the sudden illness of our beloved King. After London, Portsmouth was the great attraction, for the great fleet had assembled in its ancient roadstead and also representatives of sixteen foreign naval countries. It was here that the great review was to be held to-day, and here that all the naval festivities of the week were arranged for, but alas, all that has been cancelled, and no one regrets the cause more that our own Jack Tars.

The only local celebration that has taken place on the 26th was the assembly of the Volunteers and friendly societies in front of the Town Hall, where the Mayor and Corporation met them. The Mayor's chaplain offered up a fervent prayer of intercession for the King, and the National Anthem was sung with great sincerity. At midday a dinner was given to the old people and 30,000 children partook of tea. In the evening, by the kind and generous thought of Admiral H.R.H. Prince Henry of Prussia, K. G., who is well known on the China Station, the magnificent band from his flagship *Kaiser Frederick III.* played at the Naval and Military Exhibition from 8 to 10 in the evening and needless to say they received a grand ovation.

The first-class cruiser *Orlando*, Com. P. H. Colomb, recently returned from Hongkong, is to come into harbour on Wednesday and prepare to pay off.

I noticed about the Town several "China boys" to whom I spoke and found they are all Punti and that they came home in the *Aurora*, Captain E. H. Bayly, C.B., who was "a number one piece capen." Having expressed a desire to remain and see the review, he has kept them and taken them on the books of the cruiser *Conqueror*, which Captain Bayly had temporarily commissioned. They will return in the first man-of-war for the China Station.

The Naval and Military Exhibition at the Connaught Drill Hall, opened recently by the Earl of Northbrook, is very interesting. Amongst the numerous exhibits are some pictures, lent by the proprietors of the *Graphic*—"Chinese robbers pursued by Bengal Lancers," "H.M.S. *Powerful* arriving at Portsmouth from China," and also a "banquet to men of the *Powerful*"; an old painting by Mr. F. T. Jane, of the "Battle of the Yalu between the Japanese and Chinese Fleets, 17th September"; four views of Hongkong, view of Hongkong Dockyard and view of Hongkong Ice House lent by Mr. Robert Melling; an old sword taken from the Boxers by a seaman from H.M.S. *Centurion*, 1901, lent by Mr. George Pearce. Major General F. H. Poore, R.M.A., lends a Japanese Court sword, presented to himself by his Majesty the Mikado, 1868. Dr. Emmett, M.D., shows a piece of the Great Wall of China taken from Ningpo in 1883, during the visit of H.M.S. *Audacious*. Lieut. W. T. Stearn, R.N., has sent the 2-centimetre shell which penetrated and disabled the after boilers of H.M. t.b. destroyer *Whiting* during the operations of the Allies against the forts and Chinese destroyers at Taku, June 17th, 1900. There are also some Chinese musical instruments from Port Arthur when sacked by Japanese troops, lent by Mr. C. Moorshead; Japanese weapons of sorts in various states lent by Col. L. Worthington Wilmer; bronze Chinese bell, lent by Mr. Madden. For what are supposed to be curios we are shown ordinary Japanese and Chinese teapots, cups and tray, tobacco box, lock and key, pillows for lady and gentleman, etc.!! Interesting mementoes lent to the Portsmouth Division, R. M. L. I., are two Chinese standards taken from the Imperial Palace, Peking, by Major and Bat. Lieut.-Col Leeke, R.M.L.I., and Mr. Stanley has a red flag, bearing a Chinese inscription, taken from a patrol commanded by Capt. Hsao, forming part of trained bands for the pacification of Tientsin; a black and pink flag of a similar kind, and a Boxer spear, all of which were captured by Midshipman Stanley, H.M.S. *Orlando*, 1900. The officers' mess, R.M.A., Eastney, lend a suit of Japanese armour belonging to a Daimio, 200 years ago, and also a Chinese lance. A Chinese soldier's uniform (two pieces) and a soldier's belt, a bugle captured at Weihaiwei arrows used by the Chinese, were lent by Surgeon General Taylor. Mr. F. J. Wakely sends an interesting exhibit, a model of H.M.'s late Naval [illegible] Shanghai, the Naval Ordnance [illegible] gunwharf, Portsmouth; amongst the [illegible] exhibits is a Japanese round shot fired into the boat of H.M.S. *Euryalus* at the bombardment of Kagoshima, 1864-5, the next shot fired killed Captain Josling and Commander Wilmot of the *Euryalus*. Yesterday the band of the Japanese cruiser *Asama*, by kind permission of Rear Admiral Goro Ijima, played in the grounds and delighted a big attendance. We should mention that the work of the exhibition has fallen largely on the capable hands of Councillor W. E. Duck, T.C., Hon. General Manager, and Mr. C. Collingwood Denny, Secretary.

LATEST STEAMER MOVEMENTS.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Bombay *via* Colombo and Singapore for this port on the 28th inst., p.m., and is expected here on the 14th prox.

The N.P. steamer *Tacoma* left Yokohama for Hongkong on the 28th inst.

The C.M. steamer *Pakling*, from Glasgow, Liverpool and Straits, arrived at Singapore yesterday and sails for Hongkong to-day.

SUPREME COURT.

Tuesday, 29th July.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR A. G. WISE (PUISNE JUDGE).

HANSEN v. MARTY.

In this case H. C. Hansen, lately third engineer on the s.s. *Hongkong*, sued A.R. Marty for $511, being wages and board alleged to be due to plaintiff in lieu of notice. Mr. E. J. Grist, of Messrs. Wilkinson & Grist, solicitors, appeared for the plaintiff, and Mr. P. W. Goldring, of Messrs. Deacon & Hastings, solicitors, for the defendant.

In his evidence, which had been given on a previous date before the Registrar, Captain J. T. Pannier of the *Hongkong*, had stated that he had been master for two and a half years. His first engineer engaged the plaintiff and brought him on board the steamer. Witness could not remember when he joined the steamer. The chief engineer gave witness plaintiff's name and he reported the matter at the French Consulate according to custom. The plaintiff, who was a Dane, did not sign the articles, because foreigners never did so. They only required their names on the articles in case of need. The French Consul entered the name on the articles. The plaintiff never signed any paper to witness's knowledge, nor did witness give him any. He was unable to say whether Mr. Marty or the chief engineer had done so. There were certain rules attached to the articles; he had not them by him at that time; they had been mislaid. In reply to questions which were formally objected to by Mr. Grist, witness stated that these rules were supposed to apply to French subjects only and that the rule affecting the engagement of engineers and officers was that when shipped in a French port they must be returned to the port of engagement; they might not be discharged at a foreign port except by consent; foreigners might be discharged, but not Frenchmen. In further evidence, witness deposed that they were bound to take Frenchmen when they were obtainable at the port of departure. The plaintiff was discharged at Hongkong. Notice of discharge was given to him at Haiphong. He was discharged on 7th April and got notice of discharge on the 2nd. There was no reason why foreigners did not sign the articles; it was the law. The reason he discharged the plaintiff was that he had another French engineer to take his place. He was compelled to take the man. The plaintiff had been about a year on board. During his employment on board there was a case of a man named Kandt who was discharged by the chief engineer under similar circumstances. The chief engineer was supposed to know the rules relating to 24 hours' notice. He believed so, as the chief engineer exercised, that power in Kandt's case. There was an entry in the articles against the name of foreigners to the following effect—*Etrangers non-inscrits*. The chief engineer was a foreigner. He was not on the articles either. He was on the same footing as the others. It was also customary for engineers and officers on these ships to give 24 hours' notice only of their intent to leave; therefore this notice was reciprocal. That had happened several times since he had been in command of the ship. The wages were paid at the end of the month on the ship's arrival at Hongkong.

Cross-examined—The articles on which plaintiff's name appeared were in Haiphong. He entered plaintiff's name on these and the Consul visaed it. These articles were at the office of the Commissaire de la Marine; they were in the archives. He gave the rules attached to the articles to Mr. A. R. Marty. The articles were not complete without the rules. When he gave the rules to Mr. Marty this claim had already been made. Mr. Marty had told him that the papers had disappeared from off his table. The rules were printed and were obtainable. Only Frenchmen were bound by the ship's articles. These rules were supposed to apply to Frenchmen only. The rules did not say so. The steamer was not subsidised by the French Government, because of the foreigners on board. He could only say that the owner would not get the subsidy as long as he had a foreign crew. The subsidy might be allowed as long as the captain and the first engineer were French. That law had not yet passed. The rules provided for four months' notice on both sides. These rules were attached to the articles when the plaintiff's name was entered.

His Lordship, addressing Mr. Grist, remarked that he was practically suing on the French articles and rules; had he got them?

Mr. Grist said he had not. He thought they had quite sufficient to go upon in the captain's statement that the rules provided that four months' notice should be given or taken. There was also the statement of the captain to the effect that the rules did not state that they applied to French subjects only.

H. C. Hansen, the plaintiff, being called, deposed that he was a native of Denmark, and that he had been engaged as third engineer of the *Hongkong* on Christmas Day, 1900. The chief engineer engaged him and took him on board. His pay was to be $90 a month, with $35 for board. When he went on board he did not see the ship's articles, nor did he see them at all. The chief engineer explained to him the terms of the engagement, said that his name was put in the articles, explained what was contained in the articles and that there was four months' notice on either side. He joined the ship on that understanding. He left on 7th April and was paid up till 1st April. He was told at Haiphong that his services would not be required after reaching Hongkong. The reason given was that they were going to carry a French third engineer. He now claimed $511 of salary and board money for four months and seven days.

Cross-examined—He had been twelve years at sea and seven years on the China coast. The notice given on ships of other nationalities varied when no stipulation was made. He had not been on English ships. On German ships it was five months.

Mr. Goldring proceeded to address the Court, arguing that plaintiff was only a supernumerary and that it was the custom for officers and engineers, other than first officers and first engineers, to be subject to only 24 hours' notice on either side.

His Lordship said he desired to have the French Consul present in order to learn what the conditions of engagement were in this case.

An adjournment was accordingly made.

On the Court resuming in the afternoon,

M. R. Réau, the French Acting Consul, stated in answer to questions by his Lordship that he had seen the articles on French ships and that foreigners entered on the articles as *non-inscrits* were not entitled to the benefits with regard to augmentation of pay and pension that belonged to French seamen and engineers.

Cross-examined—Supposing a man were engaged in Hongkong and he were a French subject, he was entitled to the benefit of the articles. Were he *non-inscrit*, he would be bound by the custom of the port.

W. S. Bailey deposed that he was superintendent of Mr. Marty's ships and had been so for four years. He engaged the chief engineers, and the juniors were generally engaged by the chiefs. The amount of notice given on the Marty steamers, so far as his knowledge went, was the same as on all other ships—24 hours. This, he thought, was universal. It was a recognised thing, so much so that no trouble was taken to inform the men of it.

By his Lordship—The chief engineers could be dismissed on 24 hours' notice.

Cross-examined—Any engineer on the river and coast steamers could be dismissed on 24 hours notice. He believed that the 24 hours' clause appeared on these ships' articles. He had not seen the articles of the Marty steamers and did not know whether four months' notice was arranged for on either side.

Mr. Goldring, in addressing the Court at the conclusion of the evidence, said that the Consul's statement was clear that a stranger put on the articles of a French ship, signed by the Consul or the captain, as the case might be, was not entitled to the benefit of those regulations to which the plaintiff claimed to be entitled, and that a stranger who was *non-inscrit* was precluded from those benefits and was bound by the custom of the port.

His Lordship in delivering judgment said he must go against the defendant. He had asked Mr. Marty to produce blank forms of the articles and rules and this had not been done. He was perfectly certain that they must have such blank forms somewhere about.

Mr. Goldring remarked that he had tried to get them for himself and had been told that they were only obtainable from Haiphong.

His Lordship gave judgment for the plaintiff.

SEIZURE OF LOOT FROM PEKING.

PRICELESS IMPERIAL SEALS.

Five imperial jade seals of the Chinese Imperial Government and twelve jade sacred tablets from the imperial temple in Peking were seized by the customs officers at San Francisco last month. The seals and ten of the tablets were part of the baggage of First Lieutenant John B. Schoeffel of the Ninth Infantry, and the other two tablets were in the possession of A. Hesse, who returned on the transport *Sherman*. The seizure is regarded by the local customs officials as one of the most important in the history of the port. It was evidently the intention of both Schoeffel and Hesse to get the jade through the Custom-house without discovery, for it was not on the manifest of the ships nor declared as part of the baggage.

Lieutenant Schoeffel returned on the *Hancock*. He was with his company, M. of the Ninth Infantry, and took part in the advance on and capture of Peking by the allied forces in 1900. That campaign was memorable for the tremendous amount of loot seized by the officers and men of the allied forces, although it was the general impression at the time that the Americans had not been as eager and persistent in their looting as the others. Schoeffel says that he purchased the jade seals and tablets from a Chinese, who sold them to him for $50. The Chinese was very mysterious in his actions and anxious to sell. He had packed it away in the same box that it was seized in yesterday, taking it to Manila, where it remained for about two years. When seized, the Lieutenant was apparently the most unconcerned man in the crowd about the baggage. He allowed it to be taken away without a protest and went on directing the examination and transfer of the company baggage.

The seizure was made by Inspector Victor J. Lindquist. Although all baggage from the Philippines is given a close examination, the customs inspectors were quietly given the tip to pay special attention to the baggage of the Ninth Infantry, for it was thought a great deal of loot would be found that came from China. The Chinese Government has offered large rewards for the recovery of certain articles which disappeared during the foreign occupation of Peking, and for these articles foreign Governments had been asked to watch.

The sacred tablets from the imperial temple were considered the most important. Each tablet is a history of the reign of one emperor and is of enormous value, both from point of age and sentiment, as they have never been plicated. Both the tablets and the seals are of the purest jade, flawless and highly polished. The carving is evidently the work of an artist. The seals are heavy, about five inches square and two inches thick, and have elaborate handles in the form of dragons with five toes, which indicates that they belong to the imperial family. The tablets are about one foot long by four in width and half an inch thick. The seals have fine silk cords of yellow attached to them, and the tablets are protected by silk mats of yellow, another evidence of their imperial character.

The jade was taken to the office of Deputy Surveyor St. John, who placed it in safe keeping pending a decision of the Treasury Department, which will be notified by the Collector of the Port. It will probably be returned to Peking.

Owing to the following letter, received from Ho Yow, the Chinese Consul-General, Collector Stratton had decided to postpone further action in restoring the jade tablets and seals to Lieutenant Schoeffel, in whose baggage they were found, and to notify the Secretary of the Treasury that they were being held subject to instructions:—"I am informed that some lots of stone imperial Chinese seals and tablets are in the possession of the customs at this port (some of which, I believe, are in the Appraisers' department of Customs). As these articles are undoubtedly official property of the Chinese Government and are unlawfully in the possession of the persons who brought them into port, I beg to herewith put in my protest against delivering them up into the hands of any persons whomsoever until their absolute rights and status have been proved. We will, on behalf of our Government, put in our protest and application for its return also with the department at Washington, D.C. Of course, it will take us time to properly produce our evidence as to the status of these seals and tables."

REVIEWS.

Siam in the XXth Century. By J. G. D. CAMPBELL. London, Edward Arnold.

(Second Notice.)

MR. CAMPBELL divides his book, after the introductory section, into chapters upon the geography and commerce of Siam, the country's past history, the Siamese character and civilisation, manners and customs, government and administration, religion, and education. Chapters follow on the Chinese in Siam and upon international questions, leading up to the conclusion, from which we have already quoted. Among descriptions of Siam which we have read Mr. Campbell's takes a high place, and his studied fairness gives it a high value. The chapter "Siam in the Past" is brief and necessarily summary, but, short of a history of Siam, it gives as much as the ordinary reader requires. The section on the Siamese character and civilisation is hardly consolatory to well-wishers of Siam, though the author, as we have implied, is far removed from the bitter critics of Siam who have lately made themselves heard freely. The effect of Chinese and European competition, after the opening up of the country, promises little good, Mr. Campbell thinks, for the indolent natives. In trade certainly, and in politics and administration probably, Siam will continue in a condition of dependence on foreigners. The dangers threatened from Chinese immigration are discussed in a special chapter. But Mr. Campbell, it is to be noted, is no believer in the "Yellow Peril," which some suppose to menace the world. The intermixture of Chinese blood in Siam which arises from the Chinese immigrants marrying Siamese women is doing something to strengthen the weak and apathetic Siamese character, so that in some ways the Chinaman seems to be benefitting Siam—as is only fair seeing how he draws money from the country. The chapter on manners and customs is decidedly more complimentary to the Siamese than its predecessor, and Mr. Campbell looks with a kindly eye on the ways of the people among whom he has resided. "The lover of quaint customs and ceremonies and the student of old-world beliefs," he says, "are likely for many years to come to find much to attract them in this little visited corner of the world."

With regard to the government of Siam, Mr. Campbell's opinion is that, were the control of the European officials at present removed, nearly every Government office would relapse into the most hopeless confusion. Not an encouraging verdict this, but it is shared by practically every European writer on Siam. It has been stated recently that Siam does not intend to replace the various European advisers as they retire from service—so that we may possibly see the vindication of this view before long.

Mr. Campbell devotes two chapters to religion in Siam, and very interesting chapters they are. He writes not unsympathetically of Buddhism, though he is evidently less attracted by its tenets than many others who have dealt with this great world-religion. We do not think, however, that he is just where he compares Buddhism and Christianity, the "placidity, shallowness, and egoism" of the former with the "fervour, depth, and intensity" of the other. But this is not the place for a discussion of such a kind. Mr. Campbell at any rate sees less sham Buddhism than sham Christianity in the world, and warns the missionaries in Siam that their greatest obstacle is to be found in their own nominally Christian fellow-countrymen. "A heavy responsibility," he concludes his two chapters by saying, "lies on those who come to Siam for the purpose of filling their purses and furthering their own ends if they do not at least set before these people" [the Siamese] "the example of a clean and honourable life."

Another interesting chapter is that devoted to education in Siam. Mr. Campbell sees no signs of the Siamese becoming an intellectual people, though they are intellectually quick especially at the start. Hope, however, may perhaps be derived from the fact that the Siamese are at any rate not yet intellectually exhausted, for they have no literary past.

With the concluding chapter, on political questions, we need not deal further, as we have paid some attention to it already in our first notice of *Siam in the XXth Century*. We will take leave of Mr. Campbell's volume by recommending it cordially to all interested in Siam and its future. We must not forget to mention that the illustrations, from photographs, are excellent and that the get-up of the book does credit to the publisher.

The Life of John William Walshe, F. S. A. Edited, with an introduction, by MONTGOMERY CARMICHAEL. London, John Murray.

"MR. WALSHE was well known to scholars as perhaps the greatest living authority on matters Franciscan; otherwise he had practically no fame." So says Mr. Carmichael, and his readers may wonder at first why then Mr. Walshe's Life was considered to merit publication. Nevertheless, to those whom a strain of mysticism attracts, the book before us will not be devoid of interest. Actually the work is a memoir of his father by the late Mr. Philip Walshe, who died last year, and was designed as an introduction to the complete works of the father, which have yet to be published. Mr. J. W. Walshe himself died in July, 1900 aged 63, at Assisi in Umbria, having devoted much of his life to the study of the career and times of S. Francis of Assisi. For the general reader the memoir will have little attraction—the editor calls it "the true inward history of a soul"—but a few no doubt will be glad that it has been given to the world.

A New Trafalgar; a Tale of the Torpedo Fleet. By A. C. CURTIS. Kelly & Walsh, Queen's Road Central.

DEALING with a theme very much discussed nowadays by authors of a certain school—literary "Jingoes," one might term them—*A New Trafalgar*, which tells of a great final naval war between England and three Continental Powers, is no more and no less readable than others of its class. The book, however, does something beyond the mere narrating in pleasing form of events and incidents in this imaginary international conflict; it illustrates the weak points of the British Navy, and the insufficiency of the Mediterranean Squadron is startlingly emphasised by its total destruction early in the strife. The impregnability of Gibraltar, too, is scoffed at, and the great British fortress, the "Key of the Mediterranean," is made to succumb after two hours' shell-fire from the Spanish shore, the Spaniards having profited by the breaking out of hostilities and turned their guns on the Rock, whose obsolete artillery rendered defence impossible. Britain's numerical superiority in cruisers, according to the author, is her salvation, but the great part played by the torpedo-boats had no little weight in determining the ultimate swing of the scales. Indeed, in the latter connection the tenor of the author's remarks inclines one to the belief that he would like to see a material increase in the numbers of the "mosquito" fleet, and in that respect he will doubtless have the sympathy and support of his readers. The story of this great naval contest, in which England is pitted against and defeats a combination composed of Germany, Russia, and France, is graphically told, and, indeed, is the sort of narrative one likes to read right through at a sitting, not stopping until the curtain has been rung down on the last act in the great tragedy unfolded in its pages. To descend to the practical, however, and contrast reality with fiction, an element which inclines generally to exaggeration, it is interesting and even amusing to compare the author's statement of the achievement of the *Powerful* in this time of national exigency in coaling 1,200 tons in ten hours with the record of the *Terrible*—of the existence of which fine cruiser, strange to relate, not the remotest mention is made in the book—which recently in this harbour took on board 2,500 tons of coal in nine hours ten minutes. However, some one has said that comparisons are odious, and we readily grant that for the purposes of the history related by Mr. Curtis the performance of the *Terrible's* sister ship was very creditable indeed. Altogether, *A New Trafalgar* is a most readable book, and the time spent in its perusal will be far from misspent.

EXTRAORDINARY RIOT AT KURE.

The Tokyo correspondent of the *N.-C. Daily News* wrote on the 13th July:—

An extraordinary riot in which about 1,000 Japanese bluejackets took part occurred in the great naval port of Kure, on Sunday last. Just before the day fixed for the Coronation festivities, a British war vessel, the *Eclipse*, had come into the port, and the Japanese tars of the *Mikasa*, *Itsukushima*, *Chiyoda*, *Yoshima*, *Tsukuba* and two other warships determined to treat their British friends to a right royal time of it. The *fête* came off and the British "handy men" found nothing to complain of. Not so the Japanese. They saw clearly that an inferior class of *geisha* had been supplied to dance for the Britishers, and they quietly determined to take revenge. First of all they waited till the *Eclipse* left the port for Weihaiwei, so that none of their British friends would get into trouble. Then they went to work with extraordinary secrecy and resolution and success. At nine o'clock on the night mentioned a shrill whistle was heard in front of the Sanyo Savings Bank of Kure, and it had scarcely sounded when some thirty sailors, who seemed to have risen suddenly out of the earth, poured into the Bank and began knocking it to smithereens, when suddenly one of them cried out that it was the wrong house. The work of destruction then ceased as suddenly as it had begun, and making profuse apologies to the alarmed officials of the Bank, the men left the building in a body. Meanwhile similar bands of bluejackets were swarming all over the city, smashing electric lights and street lamps and leaving the streets in complete darkness. When this object had been achieved, the main body of the rioters—800 strong and marching in perfect order—attacked the Tanaka Hotel, the inhospitable hostelry which had supplied the Britishers with an inferior article in the way of *danseuses*. The attack was conducted to the sound of trumpets and, being pressed home vigorously from several quarters at once, was immediately successful, the enraged seamen pouring into the house from all sides with fierce warcries. None of the inmates were molested, but the house and everything in it were torn to pieces. The costly screens, the sliding doors, the matting on the floor, the furniture, even the walls were smashed or torn. The costly garments of the *geisha* were taken out of the wardrobes and torn to pieces. All this was done in about a quarter of an hour; afterwards the sailors decamped, leaving the house as silent as a sepulchre, and its occupants wondering if it were not all a dream.

At the same time another corps had arrived at the headquarters of the *geisha* but, luckily for the latter, some naval officers happened to be amusing themselves there, and the rioters decamped like a pack of school children.

The third corps attacked the police station in order to rescue two of their comrades, who had been captured during the row, but the police formed into a solid phalanx in front of the station with drawn swords, and at the same time assured the rioters that those particular prisoners were not in that station. The bluejackets then tore along the streets knocking down every policeman they met. The last place attacked was the gendarmerie station where the gendarmes made a stout defence, firing plenty of blank cartridges, and finally repelling their assailants.

Soon after this the rioters left the shore for their various ships with the same remarkable rapidity as had characterised all their proceedings. Unfortunately about a hundred of the bluejackets will be court-martialled for their share in this little business.

The strangest thing about this riot was the orderly manner in which it was conducted. At times it looked as if the bluejackets were going through their ordinary evolutions. Even when they knocked down policemen they did so with rythmatic movements of the fists and lower limbs, and their hottest fights bore the appearance of a *ballet* on the classical stage in which the swords are swung to the sound of the *shamisen*.

THE FRIARS IN THE PHILIPPINES.

The following article appeared in the *San Francisco Chronicle* before the hitch occurred between the Vatican and the U.S. Commissioners:—

Despatches from Rome indicate that a final settlement will be promptly reached of what is possibly the most vexatious question connected with our administration of the Philippines. The original rebellion against the Spanish authority in the archipelago had its origin in disputes between the friars holding large bodies of land and the persons living on them and in their neighbourhood. The American people do not know the merits of this question, having for the most part heard but one side of the story. What they do know is that the friars have been driven from their holding by an exasperated population and that they do not dare to return, even under American protection. The demand of the Filipinos has been for the forcible confiscation of these lands after the manner practised in California before American conquest, Mexico, and many other Catholic countries. That, of course, was impossible under American government. At the same time the situation as it exists is intolerable, and will not be tolerated. The Philippine Government could doubtless place soldiers enough in the vicinity of the lands to protect from open violence all friars who would run the risk of assassination, and even to enforce payment of rents. That is, of course, however, as impossible to us as confiscation. Another course open is condemnation of the lands, but to that there is serious objection.

The sensible thing to do is to purchase the lands and sell them in small tracts to those living upon them, and that is the course which has been pursued. To this end Governor Taft has been conferring with the church authorities at Rome, and when both parties to a transaction desire to do right, and where the one which has the power is disposed to be generous, there is usually slight difficulty in reaching a conclusion. That has been the case in this instance. The Pope can have no wish to keep the friars in a community where their very presence stirs up wrath instead of a Christian spirit, and this Government has no wish to sequestrate church property. As a result a certain sum is to be paid to the church for lands not actually devoted to religious purposes and the Government will then deal with the people. This will doubtless be a long and tedious process, as it is said that there is a great number of disputed titles. It is also stated that the dispossessed friars will be sent to other fields promising greater usefulness and that their places will be filled with members of the same orders from this country.

TOBACCO MADE HARMLESS.

A number of processes have been devised for removing from tobacco its harmful ingredients, especially the nicotine; but the trouble is that the residue is generally not only harmless, but insipid. Now, however, an experimenter named Gerold, of Halle, Germany, claims to have succeeded in neutralising the injurious principles of tobacco without taking from it the flavour so much prized by smokers. The following description of Gerold's method and its results is given in *Cosmos*:—

The leaves are treated with a solution of tannic acid, which has the property of fixing alkaloids so that the nicotine and the essences contained in the plant, such as nicotianin, etc., are neutralised and rendered inoffensive. It would appear that this operation does not cause the tobacco to lose its flavour. To renew the perfume dear to the smoker, which is injured by the tannic, the tobacco is then soaked in a prepared decoction of the plant *Origanum vulgare* (wild marjoram). These cigars are now sold in America, Germany, and Russia, and are, it appears, much liked by smokers, while they are recommended by physicians.

Careful experiment has shown, we are told, that this mode of preparation removes all toxic properties from the tobacco. After smoking the prepared cigars, the arterial pressure and the pulse remain precisely the same as before. A solution of the treated tobacco was even injected into the veins of various animals without serious results. A large number of the cigars have been smoked by M. Bardet, who reports on them as follows:—

"The cigars retained completely and very agreeably the taste of tobacco; one can barely detect a very slight difference between them and ordinary cigars of the same quality. This surely gives them a great advantage over the so-called denicotinised tobaccos."

Wishing to make some experiments on the action of this tobacco, M. Bardet smoked between 10 a.m. and 8 p.m. no less than 15 cigars of a grade comparable with those sold at 20 centimes. He did this with perfect impunity, although the day before he had not been able to exceed his tenth cigar, made of ordinary tobacco.

Here is another experiment: M. Bardet gave a prepared cigar to a boy of 16 years, who more than once had been made ill by trying to smoke an ordinary Caporal cigarette. The youth felt no disagreeable sensation.

The assertion of the inventor that he has left all the nicotin in the tobacco and at the same time rendered it harmless is somewhat paradoxical; . . . nevertheless there is nothing unscientific in the idea that the alkaloid may be chemically fixed so as to make it non-volatile."

NOTICE.

WE have this day been appointed AGENTS FOR HONGKONG for the

TAIWAN STONE AND SHELL LIME FACTORY, MACAU.

These Limes have been tested by experts, and found to be SUPERIOR TO ANY OTHER FOUND IN CHINA. All houses should be lime-washed with this Lime. It gives an odour of sweetness and kills vermin. It is a decided check on plague and other pestilent diseases, and it is invaluable for building purposes, having been tested and found to give 60 to 70 lbs. to the square inch breaking strength.

Orders will be received and testimonials can be seen and prices quoted on application to

C. E. WARREN & CO.,
30, Des Voeux Road Central.
Hongkong, 16th June, 1902. [1697

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P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

THE Undersigned has just unpacked

Assorted Kinds of PERFUMERY, TOILET SOAPS, TOOTH BRUSHES, TOOTH POWDERS and PASTES, SHAVING STICKS, and SPONGES of Various Sizes.

Offering at reasonable prices.

H. RUTTONJEE,
5, D'Aguilar Street,
(Telephone No. 190),
39-40, Elgin-Road, Kowloon.
Hongkong, 30th July, 1902. [2056

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
on
SATURDAY,
the 2nd AUGUST, 1902, at NOON, at his SALES ROOMS, Duddell Street,
A QUANTITY OF AMERICAN LADIES' BOOTS, GENTLEMENS' STRAW HATS, &c.;
Also
250 TINS TOBACCO;
40 CASES BAVARIAN BEER;
20 CASKS DODD'S ALE;
20 CASKS DODD'S STOUT;
6 CASES CHAMPAGNE;
&c., &c., &c.
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 30th July, 1902. [2058

ZETLAND LODGE, NO. 525, E.C.

A REGULAR MEETING of ZETLAND LODGE will be held at the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 1st August, at 8.30 for 9 P.M., precisely. Visiting Brethren are cordially invited to attend.
Hongkong, 30th July, 1902. [2057

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

TRANS-PACIFIC SERVICE.
TO
VICTORIA (B.C.) TACOMA AND SEATTLE,
Calling at SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Steamship

"PINGSUEY,"

6,457 Tons, Commander E. Warral, is due here To-day, and will be despatched for the above ports TO-MORROW, the 31st instant.

For rates of Freight and further Particulars apply to

DODWELL & CO., LD.
Agents.
Hongkong, 29th July, 1902. [2055

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAICHING,"

Captain Hodgins, will be despatched for the above ports on FRIDAY, the 1st August at NOON.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & CO.,
General Managers.
Hongkong, 29th July, 1902. [2054

S.S. "POLYNESIEN."

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London, ex s.s. *Peiho*, from Bordeaux, ex s.s. *Ville de Rochefort*, in connection with above Steamer, are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before 6 O'CLOCK, TO-DAY, the 29th instant, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after Tuesday, the 5th August, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th August, or they will not be recognised.

All damaged packages will be examined on Tuesday, the 5th August, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,
Agent.
Hongkong, 29th July, 1902. [2

GYMKHANA.

THE OFFICERS of the Kowloon Garrison will be AT HOME to their Friends TO-MORROW (THURSDAY), the 31st inst., at 3.45 P.M., in Happy Valley.
Hongkong, 29th July, 1902. [2050

IMPERIAL BANK OF CHINA.

NOTICE.

THE OFFICES of this Bank have been removed to PRINCE'S BUILDINGS, CHATER ROAD.
Hongkong, 28th July, 1902. [2040

CHEONG LEE & CO.

FURNITURE STORE,
Established over 20 Years.

IMPORTERS and EXPORTERS, and Dealers in Furniture, Blackwood, Jewellery, Curios, Cutlery, Electro-Plate, and Glassware. Dining-room and other Furniture on Hire, &c. For the HIGHEST GRADE, BEST and CHEAPEST.

8, QUEEN'S ROAD CENTRAL.
Right opposite Robinson Piano Co.
Hongkong, 20th November, 1901. 561

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
FOR ACCOUNT OF THE CONCERNED,
on
SATURDAY,
the 2nd AUGUST, 1902, at 2.30 P.M., at their SALES ROOMS, 20, Des Vœux Road,
A LARGE QUANTITY OF PROVISIONS,
Comprising:—
SALT PORK, PRESERVED MUTTON, CORNED BEEF, BUTTER, POTTED MEATS, CHEESE, VEGETABLES, LUNCH and SWEET BISCUITS, GINGER NUTS, CHOCOLATE, COFFEE, SWEETS, SOAPS, &c., &c.
TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 29th July, 1902. [2049

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,
on
SATURDAY,
the 2nd AUGUST, 1902, at 2.30 P.M., at No. 1, Albany Road, the residence of CHAS. FORD, Esq.,
THE WHOLE OF THE
VALUABLE HOUSEHOLD FURNITURE,
Comprising:—
MARINBURK-MAKE TAPESTRY-COVERED DRAWING-ROOM SUITE, TEAK OVERMANTELS, TEA TABLES, BLACKWOOD STOOLS, TABLES, and FLOWER STANDS, LACE CURTAINS, RUGS, JAPANESE INLAID CABINET and SCREEN, BRASS STANDARD LAMP, SEASCAPE (by TOZER), &c., &c.;
TEAK SIDEBOARD, DINING TABLE and CHAIRS, BOOKCASE, ELECTRO-PLATE, GLASS and CROCKERY WARE, CROQUET SETS, &c., &c.;
DOUBLE IRON BEDSTEAD, WARDROBES, TOILET TABLES, WASHSTANDS, &c.;
Also
1 COTTAGE PIANO by COLLARD & COLLARD, in fine condition.
AXMINSTER PILE CARPET (almost new).
On view from Friday, the 1st August.
Catalogues will be issued.
TERMS:—Cash on delivery.
GEO. P. LAMMERT,
Auctioneer.
Hongkong, 28th July, 1902. [2043

PUBLIC AUCTION.

MR. GEO. P. LAMMERT has received instructions to Sell by Public Auction,
on
TUESDAY,
the 5th day of AUGUST, 1902, at 3 P.M., at his SALES ROOMS, in Duddell Street,
THE FOLLOWING
VALUABLE LEASEHOLD PROPERTY,
Situate at Victoria in the Colony of Hongkong, viz.:—

All that Piece or Parcel of Ground situate, lying, and being at Victoria in the Colony of Hongkong, registered in the Land Office as Subsection 1 of Section A of Inland Lot No. 25, with the Messuage and Building erected thereon and known as No. 1, Ladder Street. Area 533 square feet. Term 75 years and a further term of 924 years. Annual Crown Rent $9.

For further Particulars and Conditions of Sale, apply to

JOHNSON, STOKES & MASTER,
12, Queen's Road Central,
Solicitors for the Mortgagees;
or to
THE AUCTIONEER.
Hongkong, 24th July, 1902. [2019

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by Public Auction,
on
WEDNESDAY,
the 13th AUGUST, 1902, at 3 P.M., on board, H.M. Unprotected Composite Gun Vessel
"SWIFT,"

Extreme length	180 feet.
" breadth...	29 feet.
Displacement	756 tons.

COPPER-SHEATHED with Engines by Rennie, TWO CYLINDRICAL TUBULAR BOILERS, and THREE WOODEN MASTS;

As she now lies in the Harbour of Hongkong.

The ANCHORS, MOORING GEAR, BOATS and BOATS' GEAR will not be sold.

A list of fittings to be sold with the ship may be seen at the Offices of the Naval Store Officer, H.M. Naval Yard, and the Auctioneers; also on board.

The Vessel will be open to inspection for seven days before date of sale.

Inspecting orders can be obtained from the Auctioneers.

TERMS:—Cash before delivery, 25 % of the purchase money to be paid on fall of the hammer, balance and the clearance to be effected within seven days after date of sale.

A Launch will leave Murray Wharf at 2 p.m. and 2.45 p.m. on day of sale to convey intending purchasers.

HUGHES & HOUGH,
Government Auctioneers.
Hongkong, 25th July, 1902. [2029

NOW ON SALE.

DIRECTORY OF PROTESTANT MISSIONARIES IN CHINA AND JAPAN FOR 1902.

WITH ALPHABETICAL LIST.

70 PAGES. BOUND IN CLOTH AND LETTERED, $1.

On Sale at
Messrs. KELLY & WALSH, LD., Hongkong Shanghai and Yokohama;
Messrs. W. BREWER & Co., Hongkong and Shanghai;
Messrs. A. S. WATSON & Co., Amoy;
Messrs. A. S. WATSON & Co., Foochow.
The "DAILY PRESS" OFFICE, Hongkong, and at the London Office: 131, Fleet Street.
Hongkong, 26th November, 1901. [30

QUAN WAH & CO.,
GRANITE MERCHANT CONTRACTORS.
Dealers in
MARBLE and GRANITE MONUMENTS.
No. 1, QUEEN'S ROAD EAST.
Estimates, Designs & Prices on Application.
All descriptions of Granite for Export.
Hongkong, 17th October, 1899. [1955

PUBLIC COMPANIES

QUEEN MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, 5th AUGUST, at 11.45 A.M., for the purpose of considering and if thought fit, passing the following Resolution, that is to say:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority, it will be submitted for confirmation as a special resolution to a Second Extraordinary General Meeting, which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 25th July, 1902. [2026

OLIVERS FREEHOLD MINES, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the OFFICES of the Company, 38 and 40, Queen's Road Central, on TUESDAY, 5th AUGUST, at NOON, for the purpose of considering and if thought fit, passing the following resolution, that is to say:—

"That the Company be wound up voluntarily and that ARTHUR RYLANDS LOWE, of Victoria, in the Colony of Hongkong, Chartered Accountant, be, and he is hereby appointed, Liquidator, for the purpose of such winding up."

Should the above Resolution be passed by the requisite majority it will be submitted for confirmation as a special resolution, to a Second Extraordinary General Meeting, which will be subsequently convened.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, 25th July, 1902. [2027

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the OFFICE of the Company, No. 18, Bank Buildings, Queen's Road Central, on TUESDAY, the 5th AUGUST, at 12 o'clock NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from 23rd July to the 5th August, inclusive.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.
Hongkong, 15th July, 1902. [1930

THE HONGKONG NECROPOLIS COMPANY, LIMITED.

APPLICATIONS FOR ALLOTMENT.

ALL Applications for an Allotment of Shares in the above-named Company must be sent in to the Registered Office of the Company, No. 30, Des Vœux Road Central, on or before the 15th AUGUST, 1902, after which date the List will be closed and the Allotment proceeded with.
Hongkong, 29th July, 1902. [2051

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 16th day of August next, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1902.

By order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1902. [2023

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the REGISTERS of SHARES of the Corporation will be CLOSED from SATURDAY, the 2nd, to the 16th day of August next (both days inclusive) during which period no transfer of Shares can be registered.

By order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.
Hongkong, 24th July, 1902. [2024

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held in the OFFICES of the Company, Queen's Buildings, Connaught Road, on MONDAY, the 18th AUGUST, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 30th June, 1902.

The TRANSFER BOOKS of the Company will be CLOSED from the 4th to 18th August, both days inclusive.

By Order of the Board of Directors,
GEO. A. CALDWELL,
Acting Secretary.
Hongkong, 28th July, 1902. [2052

CHEONG SHING

GENERAL EXPORTERS.

DEALERS IN
JEWELLERY, DIAMONDS, PEARLS, PRECIOUS STONES, SILKS, IVORY WARES, EMBROIDERY, AND CHINESE CURIOS.
Wholesale and Retail. Prices very moderate.
No. 39, QUEEN'S ROAD CENTRAL
(Opposite Messrs. C. J. Gauff & Co).
Hongkong, 2nd June, 1902. [155

RUINART PERE & FILS, REIMS

Established 1729.
CHAMPAGNE GROWERS AND SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAUTS, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May, 1895. [141

TO LET

TO LET

OFFICES in GROUND FLOOR of DES VŒUX ROAD and ICE HOUSE STREET.
For Particulars, apply to
THE MEDICAL HALL.
Hongkong, 10th March, 1902. [755

TO LET.

NO. 3, QUEEN'S GARDENS.

Apply to—
G. C. ANDERSON,
4, Pedder Street (Ground Floor).
Hongkong, 13th March, 1902. [800

TO BE LET.

NOS. 5, 18, 19 and 20, BELILIOS TERRACE.
Also,
FURNISHED BUNGALOW at Peak, "THE EYRIE." Possession from 1st August.
For Particulars, apply to—
TURNER & CO.
Hongkong, 10th July, 1902. [1898

TO LET.

TOP FLOOR of No. 35, QUEEN'S ROAD CENTRAL. Suitable for Office.
For further Particulars, apply to
WING CHEONG,
35, Queen's Road Central.
Hongkong, 8th July, 1902. [1879

TO LET.

NO. 11, MACDONNELL ROAD.

HOUSES in CLIFTON GARDENS, Conduit Road.
HOUSES at CAUSEWAY BAY, facing the Polo Ground.
A HOUSE in RIPON TERRACE.
GODOWNS at BLUE BUILDINGS.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 13th June, 1902. [71

TO LET.

29, MOSQUE JUNCTION,
and
31, MOSQUE STREET, 1ST FLOOR.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 26th July, 1902. [2035

TO LET.
IN FLATS COMPLETE.

A NEW EUROPEAN HOUSE situated on the North Spur of Morrison Hill. It has a splendid view, and enjoys the full benefit of the south-west monsoon.
For Particulars apply to—
W. LYSAUGHT,
151, Wanchai Road.
Hongkong, 2nd June, 1902. [1555

TO LET.

OFFICES at 6, QUEEN'S ROAD CENTRAL.
Apply to—
G. GIRAULT.
Hongkong, 3rd January, 1902.

TO LET.

GODOWNS at BOWRINGTON. Cheap Rental.
Apply to—
AHMET RUMJAHN.
Hongkong, 11th January, 1902. [215

TO LET—FURNISHED.

3, SEYMOUR TERRACE, Robinson Road level. Good view of harbour. For two months, or longer if necessary, from August 1st. Moderate terms.
Apply by letter to—
G. A. WOODCOCK.
Hongkong, 28th July, 1902. [2041

TO LET.

WITH POSSESSION FROM 1ST AUGUST.

A SIX-ROOMED BUNGALOW on MOUNT GOUGH, having a view of the Harbour.
For Particulars, apply to—
DENNYS & BOWLEY,
Solicitors,
Supreme Court House.
Hongkong, 1st July, 1902. [1813

TO LET.

HOUSE No. 13, GAGE STREET. Six Rooms.
Apply to—
E. A. DE CARVALHO.
C. F. DE CARVALHO.
Hongkong, 2nd May, 1902. [1277

TO BE LET.

"BISNEE VILLA," POKFULUM, Immediate Possession.
Apply to—
LINSTEAD & DAVIS.
Hongkong, 24th March, 1902. [89

TO LET.

NO. 3, "MAGDALEN TERRACE," MAGAZINE GAP.
Apply to—
SPANISH PROCURATION.
Hongkong, 1st April, 1902. [977

"TANG YUEN,"
MACDONNELL ROAD,
BOARD AND RESIDENCE.

AIRY and WELL-FURNISHED ROOMS. Uninterrupted View of Harbour.
Apply at the House or at FAIRALL & CO., Queen's Road. [1889

BOARD AND RESIDENCE.

MRS. GILLANDERS,
"GLENWOOD,"
21, CAINE ROAD.
Hongkong, 4th April, 1902. [1025

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER,
2, Pedder's Hill.
Hongkong, 1st January, 1892.

THE HONGKONG STUDIO.

PHOTOGRAPHER, CRAYON PORTRAIT PAINTER, ETC.

PHOTOGRAPHY in all its Branches. Groups and Interiors a Specialty. Large Selection of Views.
TOP STORIES, 41 & 43, QUEEN'S ROAD CENTRAL, Hongkong
Hongkong, 22nd April, 1902. [1191

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
J. R. M. SMITH,
Chief Manager.
Hongkong, 1st May, 1902. [19

IMPERIAL BANK OF CHINA

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

SUBSCRIBED CAPITAL..Shanghai Tls. 5,000,000
PAID-UP CAPITAL ... " " 2,500,000

HEAD OFFICE—SHANGHAI.

BRANCHES AND AGENCIES.

Canton	Hankow
Chefoo	Peking
Chinkiang	Penang
Chungking	Singapore
Tientsin.	

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.

Advances made on approved securities. Bills Discounted.

INTEREST ALLOWED ON DEPOSITS
At 2% per annum on Current Account daily balances.
3% per annum on Fixed Deposits for 3 months.
4% " " " " " 6 "
5% " " " " " 12 "
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901 [23

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,00
RESERVE LIABILITY OF SHAREHOLDERS.....£800,000
RESERVE FUND.....£650,000

INTEREST allowed on Current Account at the rate of 2% per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent
" " " 6 " 3½ "
" " " 3 " 2½ "
T. P. COCHRANE,
Acting Manager.
Hongkong, 4th June, 1902. [117

THE DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL.....Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Tientsin	Tsingtau (Kiautschou)	

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Manager.
Hongkong, 12th December, 1901. [24

THE YOKOHAMA SPECIE BANK LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED ...	Yen 24,000,000
CAPITAL PAID-UP	" 18,000,000
CAPITAL UNCALLED	" 6,000,000
RESERVE FUND.....	" 8,710,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio	Kobe	Nagasaki
London	Lyons	New York
San Francisco	Honolulu	Bombay
Shanghai	Tientsin	Newchwang
	Peking	

LONDON BANKERS
THE LONDON JOINT STOCK BANK, LIMITED
PARR'S BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5% per annum
" " " " 6 " 4% " "
" " " " 3 " 3% " "
TARO HODSUMI
Manager.
Hongkong, 27th March, 1902. [784

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND—
STERLING RESERVE...$10,000,000
SILVER RESERVE ... 4,250,000
$14,250,000
RESERVE LIABILITY OF PROPRIETORS $10,000,000

COURT OF DIRECTORS.
Hon. R. SHEWAN—Chairman.
A. HAUPT, ESQ.—Deputy Chairman.

Hon. C. W. Dickson,	H. Schubart, Esq.
E. Goetz, Esq.	N. A. Siebs, Esq.
G. H. Medhurst, Esq.	H. W. Slade, Esq.
D. Meyer Moses, Esq.	H. E. Tomkins, Esq.
A. J. Raymond, Esq.	

CHIEF MANAGER:
Hongkong—J. R. M. SMITH.

MANAGER:
Shanghai—H. M. BRIER.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of Two per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS.
For 3 months 2½ per cent. per Annum.
For 6 months 3½ per cent. per Annum.
For 12 months, 4 per cent. per Annum.
J. R. M. SMITH,
Chief Manager.
Hongkong, 14th June, 1902. [18

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL	£1,500,000
SUBSCRIBED	1,125,000
PAID-UP	562,500
RESERVE FUND	50,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.

INTEREST allowed on Current Accounts at the rate of 2% per annum on the Daily balance.
ON FIXED DEPOSITS:—
For 12 months.....4 %
" 6 " 3½%
" 3 " 2½%
EVAN ORMISTON,
Acting Manager.
Hongkong, 1st April, 1902. [21

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID-UP CAPITAL	U.S. $2,000,000 Gold
SURPLUS AND UNDIVIDED PROFITS	" 4,758,600 "
	" $6,758,600 "

HEAD OFFICE—NEW YORK.

LONDON OFFICE—33 & 35, Lombard St., E.C.
F. C. BISHOP, Manager, Eastern Department.

LONDON BANKERS—PARR'S BANK, LD.

HONGKONG OFFICE—4, DES VŒUX ROAD.
General Banking and Exchange business transacted.
~~INTEREST allowed at Current Rates.~~
N. G. EVANS,
Acting Manager.
Hongkong, 1st July, 1902. [1817

THE NATIONAL BANK OF CHINA LIMITED.

AUTHORIZED CAPITAL	£1,000,000
PAID-UP CAPITAL	£ 324,371

HEAD OFFICE—HONGKONG.

BOARD OF DIRECTORS.

CHAN KIT SHAN, Esq.	C. EWENS, Esq.
CHOW TUNG SHANG, Esq.	JULIUS FOCKE, Esq.

Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 Months Fixed.....5%

Hongkong, 23rd March 1899. [24

THE BANK OF TAIWAN (FORMOSA, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

AUTHORIZED CAPITAL	Yen 5,000,000
PAID-UP CAPITAL	" 1,250,000

HEAD OFFICE:—TAIPEH, FORMOSA.

BOARD OF DIRECTORS:
KAZUYOSHI YAGIU, Esq., President.
Takeshi Doki, Esq.; Muneyoshi Tatsuno, Esq.; Hiromi Kawasaki, Esq.; Tetaro Shimosaka, Esq.

KURAZO NAGAO,
Manager.
Taipeh, 6th December, 1901. [3178

GRACA & CO., Importers and Exporters of Foreign and Colonial STAMPS, 53, Peel Street, Ho[illegible] GE just received for sale at their stall, Hongkong Hotel Corridor a large variety of nice Pictorial Post Card Albums. Pictorial Post Cards.—Panoramas of Hongkong, Macao, Canton, Chinese Costumes, Views, &c., &c., in Phototype and Coloured Colotype. Assortment of Postage Stamp-Albums, Lenses, Hinges, Tweezer and other Philatelic goods. Prices to suit all Customers. Correspondents wanted. Foreign orders promptly attended to. Cash with order or 1st class reference. [1937

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK." NAGASAKI.
A.1, A.B.C., Scotts' and Engineering Codes Used.

DOCK No. 1 (at TATEGAMI.)

Extreme Length...	523 feet.
Length on Blocks	513 "
Width of Entrance on Top ...	89 "
Width of Entrance on Bottom...	77 "
Water on Blocks at Spring Tide	26½ "

DOCK No. 2 (at MUKAIJIMA.)

Extreme Length...	371 feet.
Length on Blocks	350 "
Width of Entrance on Top ...	66 "
Width of Entrance on Bottom...	53 "
Water on Blocks at Spring Tide	22 "

PATENT SLIP (at KOSUGE).
Can take vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST IMPROVEMENTS and can execute any kind of work in SHIPBUILDING and MARINE ENGINEERING as well as in REPAIRING of SHIPS.

The COMPANY has a SALVAGE STEAMER of 712 TONS GROSS, FITTED with POWERFUL SALVAGE PLANT READY AT SHORT NOTICE. 1534

PURE FILTERED HIGH-CLASS AERATED WATERS

THE very best obtainable. As prepared in MANCHESTER. Don't fail to try these NEW and DELICIOUS AERATED DRINKS. EXCELLENT and CHEAP Kola Champagne, Cherryade, Orangeade, Champagne Cider, Lemon Squash, Superb Ginger Ale, Tonic Champagne, Vanilla Water, Brown Tonic, &c., &c., &c. Please address THE ROYAL AERATED WATER'S MANUFACTORY, WORKS—WEST POINT, OF F. P. DANENBERG. Telephone, 367. Price List and Order-book on Application. [1674

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

SIEMSSEN & CO.
Hongkong, 14th February, 1901. [66

[PUBLISHED BY SPECIAL ARRANGEMENT.]

THE SEVEN SECRETS,

BY

WILLIAM LE QUEUX

(Author of "Purple and Fine Linen," "Whoso Findeth a Wife," "The Court of Honour," "If Sinners Entice Thee," &c., &c.).

[COPYRIGHT.]

CHAPTER I.

INTRODUCES AMBLER JEVONS.

"Ah! You don't take the matter at all seriously!" I observed, a trifle annoyed.

"Why should I?" asked my friend Ambler Jevons, with a deep pull at his well-coloured briar. "What you've told me shows quite plainly that you have in the first place viewed one little circumstance with suspicion, then brooded over it until it has become magnified and now occupies your whole mind. Take my advice, old chap, and think nothing more about it. Why should you make yourself miserable for no earthly reason? You're a rising man—hard up like most of us—but under old Eyton's wing you've got a brilliant future before you. Unlike myself, a mere nobody, struggling against the tide of adversity—you're already a long way up the medical ladder. If you climb straight you'll end with an appointment of Physician-in-Ordinary, and a knighthood thrown in as makeweight. Old Macalister used to prophesy it, you remember, when we were up at Edinburgh. Therefore, I can't for the life of me discover any cause why you should allow yourself to have these touches of the blues—unless it's liver or some other internal organ, about which you know a lot more than I do. Why, man, you've got the whole world before you, and as for Ethelwynn——"

"Ethelwynn!" I ejaculated, starting up from my chair. "Leave her out of the question! We need not discuss her!" And I walked to the mantelshelf to light a fresh cigarette.

"As you wish, my dear fellow," said my merry, easy going friend. "I merely wish to point out the utter folly of all this suspicion."

"I don't suspect her," I snapped.

"I didn't suggest that." Then after a pause, during which he smoked on vigorously, he suddenly asked, "Well now, be frank, Ralph, whom do you really suspect?"

I was silent. Truth to tell, his question entirely nonplussed me. I had suspicions—distinct suspicions that certain persons surrounding me were acting in accord towards some sinister end, but which of those persons were culpable I certainly could not determine. It was that very circumstance which was puzzling me to the point of distraction.

"Ah!" I replied. "That's the worst of it. I know that the whole affair seems quite absurd, but I must admit that I can't fix suspicion upon anyone in particular."

Jevons laughed outright.

"In that case, my dear Boyd, you ought really to see the folly of the thing."

"Perhaps I ought, but I don't," I answered, facing him with my back to the fire. "To you, my most intimate friend, I've explained in strictest confidence the matter which is puzzling me. I live in hourly dread of some catastrophe, the nature of which I'm utterly at a loss to determine. Can you define intuition?"

My question held him in pensive silence. His manner changed as he looked me straight in the face. Unlike his usual careless self, for his was a curious character of the semi-Bohemian order and Savage Club type, he grew serious and thoughtful, regarding me with critical gaze after removing his pipe from his lips.

"Well," he exclaimed at last, "I will tell you what it is, Boyd. This intuition, or whatever you may call it, is an infernally bad thing for you. I'm your friend—one of your best and most devoted friends, old chap—and if there's anything in it, I'll render you whatever help I can."

"Thank you, Ambler," I said gratefully, taking his hand. "I have told you all this to-night in order to enlist your sympathy, although I scarcely liked to ask your aid. Your life is a busy one—busier even than my own, perhaps—and you have no desire to be bothered with my personal affairs."

"On the contrary, old fellow," he said, "remember that in mystery I'm in my element."

"I know," I replied. "But at present there is no mystery—only suspicion."

What Ambler Jevons had asserted was a fact. He was an investigator of mysteries making it his hobby just as other men take to collecting curios of pictures. About his personal appearance was nothing very remarkable. When preoccupied he had an abrupt, rather brusque manner, but at all other times he was a merry easy-going man of the world, possessor of an ample income left him by his aunt, and this he augmented by carrying on, in partnership with an older man, a profitable tea-blending business in Mark Lane.

He had entered the tea trade not because of necessity, but because he considered it a bad thing for a man to lead an idle life. Nevertheless, the chief object of his existence had always seemed to be the unravelling of mysteries of police and crime. Surely few men, even those professional investigators at Scotland Yard, held such a record of successes. He was a born detective, with a keen scent for clues, an ingenuity that was marvellous, and a patience that was inexhaustible. At Scotland Yard the name of Ambler Jevons has for several years been synonymous with all that is clever and astute in the art of detecting crime.

To be a good criminal investigator a man must be born as such. He must be physically strong; he must be untiring in his search after truth; he must be able to scent mystery as a hound does a fox, to follow up the trail with energy unflagging, and seize opportunities without hesitation; he must possess a cool presence of mind, and above all be able to calmly distinguish the facts which are of importance in the strengthening of the clue from those that are merely superfluous. All these, besides other qualities, are necessary for the successful penetration of criminal mysteries; hence it is that the average amateur, who takes up the hobby without any natural instinct, is invariably a blunderer.

Ambler Jevons, blender of teas and investigator of mysteries, was lolling back in my arm-chair, his dreamy eyes half-closed, smoking on in silence.

Myself, I was thirty-three, and I fear not much of an ornament to the medical profession. True, at Edinburgh I had taken my M.B. and C.M. with highest honours, and three years later had graduated M.D., but my friends thought a good deal more of my success than I did, for they overlooked my shortcommings and magnified my talents.

I suppose it was because my father represented a country constituency in the House of Commons, and therefore I possessed that very useful advantage which is vaguely termed family influence, that I had been appointed assistant physician at Guy's. My own practice was very small, therefore I derived, as the lawyers would term it, for my chief, Sir Bernard Eyton, Knight, the consulting physician to my hospital.

Sir Bernard, whom all the smart world of London knew as the first specialist on nervous disorders, had his professional headquarters in Harley Street, but lived down at Hove, in order to avoid nightwork or the calls which Society made upon him. I lived a stone's throw away from his house in Harley Street, just round the corner in Harley Place, and it was my duty to take charge of his extensive practice during his absence at night, or while on holidays.

I must here declare that my own position was not at all disagreeable. True, I sometimes had nightwork, which is never very pleasant, but being one of the evils of the life of every medical man he accepts it as such. I had very comfortable bachelor quarters in an old and rather grimy house, with an old-fashioned dark pannelled sitting-room, a dining-room, bedroom and dressing-room; and, save for the fact that I was compelled to be on duty after four o'clock, when Sir Bernard drove to Victoria Station, my time in the evening was very much my own.

Many a man would, I suppose, have envied me. It is not every day that a first-class physician requires an assistant, and certainly no man could have been more generous and kindly disposed than Sir Bernard himself, even though his character was something of the miser. Yet all of us find some petty shortcomings in the good things of this world, and I was no exception. Sometimes I grumbled, but generally, be it said, without much cause.

Truth to tell, a mysterious feeling of insecurity had been gradually creeping upon me through several months; indeed ever since I had returned from a holiday in Scotland in the Spring. I could not define it, not really knowing what had excited the curious apprehensions within me. Nevertheless, I had that night told my secret to Ambler Jevons, who was often my visitor of an evening, and over our whiskies had asked his advice, with the unsatisfactory result which I have already written down.

CHAPTER II.

"A VERY UGLY SECRET."

The consulting-room in Harley Street where Sir Bernard Eyton saw his patients and gathered in his guineas for his illegible scribbled prescriptions, differed little from a hundred others in the some severe and depressing thoroughfare.

It was a sombre apartment. The walls were painted dark green, and hung with two or three old portraits in oils, the furniture was of a style long past, heavy and covered in brown morocco, and the big writing-table behind which the great doctor would sit blinking at his patient through the circular gold-rimmed glasses that gave him a somewhat Teutonic appearance, was noted for its prim neatness and orderly array. On the one side was an adjustable couch; on the other a bookcase, with glass doors, containing a number of instruments which were, however, not visible because of curtains of green silk behind the glass.

Into that room, three days a week, Lord, the severely respectable footman, ushered in patients one after the other, many of them Society women suffering from what is known in these degenerate days as "nerves." Indeed, Eyton was par excellence a Ladies' Doctor—for so many of the gentler sex get burnt up in the mad rush of a London season.

I had made up my mind to consult my chief, and with that object entered his room on the following afternoon at a quarter before four.

"Well, Boyd, anything fresh?" he asked, putting off his severely professional air and lolling back in his padded writing-chair as I entered.

"No, nothing," I responded, throwing myself in the patients' chair opposite him, and tossing my gloves on the table. "A hard day down at the hospital, that's all. You've been busy as usual, I suppose?"

"Busy!" the old man echoed. "Why, these confounded women never let me alone for a single instant! Always the same story—excitement, late hours, little worries over erring husbands, and all that sort of thing. I always know what's coming as soon as they get seated and settled. I really don't know what Society's coming to, Boyd," and he blinked over at me through his heavy-framed spectacles.

About sixty, of middle height, he was slightly inclined to rotundity, with hair almost white, a stubbly grey beard and a pair of keen eyes rather prominently set in a bony but not unpleasant countenance. He had a peculiar habit of stroking his left ear when puzzled, and was not without those little eccentricities which run hand in hand with genius. One of them was his fondness for amateur theatricals—for he was a leading member of the Dramatic Club at Hove, and nearly always took part in the performances. But he was a pronounced miser. Each day when he arrived at Victoria Station from Hove, he purchased three ham sandwiches at the refreshment bar and carried them in his black bag to Harley Street. He there concealed them in a drawer in the writing table and stealthily ate them instead of taking half-an-hour for luncheon. Sometimes he sent Ford out to the nearest greengrocer's in the Marylebone Road for a penny apple, which he surreptitiously ate as dessert.

Indeed, he was finishing his last sandwich when I entered, and his mouth was full.

It may have been that small fact which caused me to hesitate. At any rate, sitting there with those big round eyes peering forth upon me, I felt the absurdity of the situation.

Presently, when he had finished his sandwich, carefully brushed the crumbs from his blotting-pad and cast the bag into the waste-paper basket, he raised his head, and with his big eyes again blinking through his spectacles, said:

"You've had no call to poor old Courtenay, I suppose?"

"No," I replied. "Why?"

"Because he's in a bad way."

"Worse?"

"Yes," he replied. "I'm rather anxious about him. He'll have to keep to his bed, I fear."

I did not in the least doubt this. Old Mr. Henry Courtenay, one of the Devonshire Courtenays, a very wealthy if somewhat eccentric old gentleman, lived in one of those prim, pleasant, detached houses in Richmond Road, facing Kew Gardens, and was one of Sir Bernard's best patients. He had been under him for a number of years, until they had become personal friends. One of his eccentricities was to insist on paying heavy fees to his medical adviser—believing, perhaps, that by so doing he would secure greater and more careful attention.

But strangely enough, mention of the name suddenly gave me the clue so long wanting. It aroused within me a sense of impending evil regarding the very man of whom we were speaking. The sound of the name seemed to strike the sympathetic chord within my brain, and I at once became cognisant that the unaccountable presage of impending misfortune was connected with that rather incongruous household down at Kew.

Therefore when Sir Bernard imparted to me his misgivings I was quickly on the alert and questioned him regarding the progress of Mr. Courtenay's disease.

"The poor fellow is sinking, I'm afraid, Boyd," exclaimed my chief confidentially. "He doesn't believe himself half so ill as he is. When did you see him last?"

"Only a few days ago. I thought he seemed much improved," I said.

"Ah! of course," the old doctor snapped, his manner towards me in an instant changed. "You're a frequent visitor there, I forgot. Feminine attraction, and all that sort of thing. Dangerous, Boyd! Dangerous to run after a woman of her sort. I'm an older man than you. Why haven't you taken the hint I gave you long ago?"

"Because I could see no reason why I should not continue my friendship with Ethelwynn Mivart."

The old man smiled superciliously.

"My dear Boyd," he responded, in a sympathetic fatherly manner which he sometimes assumed. "I'm an old bachelor, and I see quite sufficient of women in this room—too much of them in fact. The majority are utterly worthless. Recollect that I have never taken away a woman's character yet, and I refuse to do so now—especially to her lover. I merely warn you, Boyd, to drop her. That's all. If you don't depend upon it you'll regret it."

"Then there's some secret or other of her past which she conceals, I suppose?" I said hoarsely, feeling confident that being so intimate with his patient, old Mr. Courtenay, he had discovered it.

"Yes," he replied, blinking again at me through his glasses. "There is—a very ugly secret."

(To be continued.)

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked k, nearest Hongkong h, midway between Hongkong and Kowloon m, and those vessels berthed at the Kowloon Wharf k.w., together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.
3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	VALETTA	Brit. str.	2 m.	A. G. Cubitt, R.N.R.	P. & O. S. N. Co.	On 2nd August, at Noon.
LONDON	BOMBAY	Brit. str.	—	H. S. Bradshaw	P. & O. S. N. Co.	On 5th August, at Noon.
LONDON, VIA SUEZ CANAL	GLENTURRET	Brit. str.	—	R. Webster	McGREGOR BROS. & GOW	On 16th August.
LONDON	ULYSSES	Brit. str.	—		BUTTERFIELD & SWIRE	On 5th August.
LONDON & ANTWERP	TELEMACHUS	Brit. str.	2 m.		BUTTERFIELD & SWIRE	On 19th August.
LONDON	ANTENOR	Brit. str.	—		BUTTERFIELD & SWIRE	On 2nd September.
LONDON	DARDANUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 16th September.
LONDON	PYRRHUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 20th September.
LIVERPOOL DIRECT	BINGO MARU	Jap. str.	—	F. Davies	NIPPON YUSEN KAISHA	On 9th August, at Daylight.
MARSEILLES, LONDON & ANTWERP, v. S'PORE, &c.	BENLAWERS	Brit. str.	—	H. Bee	GIBB, LIVINGSTON & Co.	On or about 5th August.
GENOA & LONDON, VIA SUEZ CANAL	KIAUTSCHOU	Ger. str.	—	P. Luneschloss	MELCHERS & Co.	On 7th August, at Noon.
BREMEN, VIA PORTS OF CALL	SILESIA	Ger. str.	—	Bahle	HAMBURG-AMERIKA LINIE	On 1st August.
HAVRE & HAMBURG	AMBRIA	Ger. str.	—	Ehlers	HAMBURG-AMERIKA LINIE	On 14th August.
HAVRE & HAMBURG	C. FERD. LAEISZ	Ger. str.	2 m.	Fuchs	HAMBURG-AMERIKA LINIE	On 28th August.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	ANDALUSIA	Ger. str.	—	von Dohren	HAMBURG-AMERIKA LINIE	On 24th September.
HAVRE & HAMBURG	FREIBURG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
TRIESTE, &c., VIA SINGAPORE, &c.	CHINA	Aus. str.	2 m.	Mosca	SANDER, WIELER & Co.	On 16th August, P.M.
NEW YORK VIA PORTS & SUEZ CANAL	ATHOLL	Brit. str.	2 m.		DODWELL & Co., LIMITED	About 5th August.
NEW YORK VIA SUEZ CANAL	INDRAMAYO	Brit. str.	—		JARDINE, MATHESON & Co.	On 15th August.
NEW YORK VIA SUEZ CANAL	BENCLEUCH	Brit. str.	—	Thompson	GIBB, LIVINGSTON & Co.	To-morrow.
NEW YORK	VERONA	Ger. str.	—		CARLOWITZ & Co.	To-morrow.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit. str.	—	F. F. Bement	SHEWAN, TOMES & Co.	On or about 15th August.
VANCOUVER, VIA SHANGHAI, &c.	EMPRESS OF CHINA	Brit. str.	2 m.	R. Archibald, R.N.R.	CANADIAN PACIFIC R. Co.	On 6th August, at Noon.
VANCOUVER, VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	E. Beetham, R.N.R.	CANADIAN PACIFIC R. Co.	On 10th September.
VICTORIA (B.C.) TACOMA & SEATTLE	PINGSUEY	Brit. str.	—	E. Warral	DODWELL & Co., LD.	To-morrow.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	TOSA MARU	Jap. str.	2 m.	H. Christiansen	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
VICTORIA (B.C.) & TACOMA VIA JAPAN	DUKE OF FIFE	Brit. str.	4 m.	J. S. Cox	DODWELL & Co., LIMITED	On 2nd August
VICTORIA (B.C.) & SEATTLE VIA MOJI, &c.	KAGA MARU	Jap. str.	—	J. W. Ekstrand	NIPPON YUSEN KAISHA	On 11th August.
VICTORIA (B.C.) & SEATTLE VIA SHANGHAI, &c.	RIOJUN MARU	Jap. str.	—	K. Ohno	NIPPON YUSEN KAISHA	On 15th August, at 4 P.M.
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Brit. str.	—		DODWELL & Co., LIMITED	On 12th September.
PORTLAND, OREGON	INDRAPURA	Brit. str.	—	Hollingsworth	PORTLAND & ASIATIC S.S. Co.	On 14th August.
AUSTRALIAN PORTS	TAIYUAN	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	A. E. Moses	NIPPON YUSEN KAISHA	On 2nd August, at Noon.
AUSTRALIAN PORTS	AUSTRALIAN	Brit. str.	—	Schaw	GIBB, LIVINGSTON & Co.	On 14th August, at Noon.
MOJI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Jap. str.	—	K. Kori	NIPPON YUSEN KAISHA	On 16th August, at Noon.
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CEYLON	Brit. str.	—	W. Hayward, R.N.R.	P. & O. S. N. Co.	On or about 11th August.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	To-morrow, at Noon.
KOBE & YOKOHAMA	AWA MARU	Jap. str.	—	N. Trennt	NIPPON YUSEN KAISHA	On 15th August, at Daylight.
NAGASAKI & VLADIVOSTOCK	SAVOIA	Ger. str.	2 m.	Robbelmund	HAMBURG-AMERIKA LINIE	To-morrow, at Noon.
NAGASAKI, & KOBE	KWANGSE	Brit. str.	—		BUTTERFIELD & SWIRE	To-morrow.
SHANGHAI	WHAMPOA	Brit. str.	2 m.		BUTTERFIELD & SWIRE	To-day.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	POLYNESIEN	Fren. str.	k. w.	Chevalier	MESSAGERIES MARITIMES	To-day, at 9 A.M.
SHANGHAI	CHUSAN	Brit. str.	2 m.	C. L. Daniel	P. & O. S. N. Co	On or about 2nd August.
TAMSUI, VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	T. Ogata	MITSUI BUSSAN KAISHA	On 3rd August.
FOOCHOW VIA SWATOW & AMOY	ANPING MARU	Jap. str.	1 m.	G. Sakano	MITSUI BUSSAN KAISHA	To-morrow.
ANPING, VIA SWATOW & AMOY	MAIDZURU MARU	Jap. str.	1 m.	T. Saito	MITSUI BUSSAN KAISHA	On 6th August.
SWATOW & TIENTSIN	NANCHANG	Brit. str.	2 h.		BUTTERFIELD & SWIRE	To-day.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	Hodgins	DOUGLAS LAPRAIK & Co.	On 1st August, at Noon.
CEBU & ILOILO	KAIFONG	Brit. str.	—		BUTTERFIELD & SWIRE	On 2nd August.
MANILA	DIAMANTE	Brit. str.	2 m.	R. Rodger	SHEWAN, TOMES & Co.	On 2nd August, at 4 P.M.
MANILA	ROSETTA MARU	Jap. str.	2 m.	Tate	MITSUI BUSSAN KAISHA	On 7th August, at Noon.
SINGAPORE, PENANG & BOMBAY	PEKIN	Brit. str.	—	W. B. Palmer	P. & O. S. N. Co.	On or about 30th inst.
SINGAPORE, PENANG & CALCUTTA	KUMSANG	Brit. str.	2 m.	E. J. Buller	JARDINE, MATHESON & Co.	To-morrow, at 3 P.M.
SINGAPORE, COLOMBO, & BOMBAY	MIIKE MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 15th August, at Noon.

SHIPPING.

ARRIVALS.

July 28, HONG BEE, British str., 2,056, Peters, Penang 18th July and Singapore 21st, General.—CHINESE.

July 29, HAKATA MARU, Japanese str., 3,817, F. L. Sommer, London and Singapore 24th July, General.—NIPPON YUSEN KAISHA.

July 29, PEKIN, British str., 2,522, W. B. Palmer, Kobe 22nd July, General.—P. & O. S. N. Co.

July 29, POLYNESIEN, French steamer, 2,903, Chevalier, Marseilles 29th June, Mails and General.—MESSAGERIES MARITIMES.

July 29, SAGA, Norwegian str., 699, E. Natvig, Bangkok 20th July, Rice.—CHINESE.

CLEARANCES.

THE HARBOUR MASTER'S OFFICE.
29th July.

Talchier, German str., for Bangkok.
Triumph, German str., for Haiphong.

DEPARTURES.
29th July.

ANNAM, French str., for Europe.
HIPSANG, British str., for Swatow.
LEE MOON, German str., for Shanghai.
PETCHABURI, German str., for Bangkok.
SULLBERG, German str., for Canton.
TERRIBLE, British cruiser, for Home.

VESSELS IN DOCK.
29th July.

ABERDEEN DOCKS.—*Chunsang.*
KOWLOON DOCKS.—H.M.S. *Wivern, Zafiro, Solent, Michael Jebsen, Ruby, Duke of Fife, Sishan.*
COSMOPOLITAN DOCK.—*Marie Jebsen, Sabine Rickmers, Carl Diedrichsen, Crown of Arragon.*

SHIPPING REPORTS.

The British steamer *Pekin*, from Kobe 22nd July, had very severe weather.

The British steamer *Hong Bee*, from Penang 18th July and Singapore 21st, had fresh S.W. monsoon to Cape Padaran. From Padaran to lat. 19 N. light N.N.W. to N.N.E. with indications of a typhoon to the eastward. On Sunday morning at 9 am., ran into St. John's for shelter, lowest barometer in St. Johns 29.42, wind N.N.E. and N.E., force 4—8; left St. Johns 28th at 7 a.m., and wind to Hongkong between N. and N.W.N., 4—8; thick rainy weather.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAIN, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crew of the following Vessels during their stay in Hongkong Harbour:—

ADOLPH OBRIG, Amr. barque, S. Amesbury.—Standard Oil Co.
ALLES, American ship, McKay.—Standard Oil Co.
KELAT, British ship, John Hughes.—ORDER.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANÇAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"POLYNESIEN,"

Captain Chevalier, will be despatched for the above ports TO-DAY, the 30th inst., at 9 A.M.

G. DE CHAMPEAUX,
Agent.

Hongkong, 30th July, 1902. 2

"BEN" LINE OF STEAMERS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"BENCLEUCH,"

Captain Thompson, will be despatched as above TO-MOROW, the 31st inst.

For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.

Hongkong, 10th July, 1902. [1896

VESSELS ON THE BERTH

CHINA NAVIGATION CO., LD.

HONGKONG TO
SYDNEY AND MELBOURNE
VIA USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

"TAIYUAN" ... leaves on 30th July.
"TSINAN" ... " " 23rd August.
"CHANGSHA" ... " " 2nd September.
"CHINGTU" ... " " 29th "

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of Ice and Provisions during the entire voyage. Duly qualified European Surgeons carried.

BUTTERFIELD & SWIRE
AGENTS
CHINA NAVIGATION CO., LD.

Hongkong, 30th July, 1902. [1981

FOR NAGASAKI & VLADIVOSTOCK.

THE Steamship

"SAVOIA,"

Captain Robbelmund, will be despatched for the above ports TO-MORROW, the 31st inst., at NOON.

This Steamer has superior accommodation for First Class Passengers and carries a Doctor.

For Freight or Passage, apply to
HAMBURG-AMERIKA LINIE.
Hongkong Office.

Hongkong, 30th July, 1902. [2022

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"KUMSANG,"

Captain E. J. Buller, will be despatched as above TO-MORROW, the 31st inst., at 3 P.M.

For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 29th July, 1902. [2045

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK.

THE fully-powered Steamship

"VERONA,"

Captain Spiesen, will be despatched for the above port TO-MORROW, the 31st inst.

For Freight, apply to
CARLOWITZ & CO.,
Agents.

Hongkong, 29th July, 1902. [1888

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"DIAMANTE,"

Captain R. Rodger, will be despatched for the above port on SATURDAY, the 2nd August, at 4 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

For Freight or Passage apply to
SHEWAN TOMES & CO.,
General Managers.

Hongkong, 29th July, 1902. [2046

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer.	Tons.	Captain.	Proposed Sailing.
DUKE OF FIFE	3,821	J. S. Cox	August 2nd
VICTORIA	3,502	J. Panton	August 9th
TACOMA	2,811	A. Dixon	August 23rd
GLENOGLE	3,750	G. E. Warner	September 20th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52.

Excellent accommodation. First-class Table. DOCTOR and STEWARDESS carried.

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HONGKONG TO VICTORIA AND TACOMA, £35.

The best route to the KLONDYKE GOLD FIELDS. Frequent Sailings from VICTORIA and TACOMA to DYEA and St. MICHAEL.

Rates of Passage to other Points on application.

A Special Rate allowed to members of Government Service.

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Hongkong, 25th July, 1902. [7

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.

"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF CHINA"...Comdr. R. Archibald, R.N.R...WEDNESDAY, 6th Aug.
R.M.S. "EMPRESS OF INDIA"...Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 27th Aug.
R.M.S. * "TARTAR" ....Comdr. E. Beetham, R.N.R.,..WEDNESDAY, 10th Sept.
R.M.S. "EMPRESS OF JAPAN"...Comdr. H. Pybus, R.N.R. .....WEDNESDAY, 24th Sept.
R.M.S. * "ATHENIAN" ....Comdr. H. Mowatt ..... WEDNESDAY, 8th Oct.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

☞ SPECIAL EXTRA SERVICE.

The Company's Steamships "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, taking Cargo and Passengers for all points in CANADA and the UNITED STATES.

In addition to the excellent First Saloon Passenger accommodation, the "ATHENIAN" takes 2nd Cabin Passengers with accommodation unequalled on this Pacific, also Steerage.

The "TARTAR" takes First Class and Steerage Passengers only. The run is usually made between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent.
Pedder's Street.

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PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
* SINGAPORE, PENANG and BOMBAY	PEKIN / W. B. Palmer	About 30th July	Freight only.
SHANGHAI	CHUSAN / C. L. Daniel	About 2nd August	Freight or Passage.
LONDON, &c.	VALETTA / A. G. Cubitt R.N.R.	Noon, 2nd August	See *Special Advertisement.*
LONDON	BOMBAY / H. S. Bradshaw	Noon, 5th August	Freight or Passage
YOKOHAMA, VIA SHANGHAI, MOJI and KOBE (Passing through the Inland Sea)	CEYLON / W. Hayward R.N.R.	About 11th August	Freight or Passage.

* Calling at Colombo if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 29th July, 1902. [11

NIPPON YUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
TOSA MARU / H. Christiansen	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE & YOKOHAMA	THURSDAY, 31st July, at DAYLIGHT.
HAKATA MARU / F. L. Sommer	KOBE and YOKOHAMA	THURSDAY, 31st July, at NOON.
YAWATA MARU / A. E. Moses	SYDNEY and MELBOURNE VIA THURSDAY ISLAND	SATURDAY, 2nd August, at NOON.
BINGO MARU / F. Davies	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, and PORT SAID	SATURDAY, 9th August, at DAYLIGHT.
KAGA MARU / J. W. Ekstrand	VICTORIA, B.C., and SEATTLE, U.S.A. VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 11th August, at 4 P.M.
AWA MARU / N. Trennt	KOBE and YOKOHAMA	FRIDAY, 15th August, at DAYLIGHT.
MIIKE MARU / M. Yagi	SINGAPORE, COLOMBO, and BOMBAY	FRIDAY, 15th August, at NOON.
KAGOSHIMA MARU / K. Kori	MOJI, KOBE, and YOKOHAMA	SATURDAY, 16th August, at NOON.
RIOJUN MARU / K. Ohno	VICTORIA, B.C., and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 25th August, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building First Floor, Chater Road.

A. S. MIHARA, Manager. [9

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
SILESIA / Capt. Bahle	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 1st Aug.	Freight and Passengers.
AMBRIA / Capt. Ehlers	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 14th Aug.	Freight.
C. FERD. LAEISZ / Capt. Fuchs	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 28th Aug.	Freight.
KONIGSBERG / Capt. Mayer	HAVRE and HAMBURG (Calling at Singapore and Penang)	On 10th Sep.	Freight and Passengers.
ANDALUSIA / Capt. von Dohren	HAVRE and HAMBURG (Calling at Singapore and Colombo)	On 24th Sept.	Freight.
FREIBURG / Capt. Prösch	HAVRE and HAMBURG Calling at Singapore and Penang)	On 8th Oct.	Freight.

For Further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
QUEEN'S BUILDINGS, No. 1.

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IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION

STEAMERS.		SAILING DATES.
* KIAUTSCHOU	THURSDAY	7th August.
BAYERN	THURSDAY	21st August.
KONIG ALBERT	THURSDAY	4th September.
PRINZESS IRENE	THURSDAY	18th September.
PRINZ REGENT LUITPOLD	WEDNESDAY	1st October.
PREUSSEN	WEDNESDAY	15th October.
* HAMBURG	WEDNESDAY	29th October.
SACHSEN	WEDNESDAY	12th November.
KARLSRUHE	WEDNESDAY	26th November.
* KIAUTSCHOU	WEDNESDAY	10th December.
BAYERN	WEDNESDAY	24th December.
KONIG ALBERT	WEDNESDAY	7th Jan. 1903.
PRINZESS IRENE	WEDNESDAY	22nd Jan. 1903.
DARMSTADT	WEDNESDAY	4th Feb. 1903.
PREUSSEN	WEDNESDAY	18th Feb. 1903.
* HAMBURG	WEDNESDAY	4th Mar. 1903.

* Steamers of the Hamburg-Amerika Linie.

ON THURSDAY, the 7th day of August, 1902, at NOON, the Steamship "KIAUTSCHOU," of the HAMBURG-AMERIKA LINIE, Captain P. Luneschloss, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING at NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 5th August. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 6th August, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 6th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than $5, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO., AGENTS.

Hongkong, 24th July, 1902. 5

SHEWAN TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK via SUEZ CANAL.

THE Steamship

"ASAMA,"

Captain F. F. Bement, will be despatched for the above port on or about the 15th August.

To be followed by the "AFTON" on or about the 15th September.

For Freight, apply to
SHEWAN, TOMES & CO.,
Agents.

Hongkong, 8th July, 1902. [1899

NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STEAM NAVIGATION Co.'s fortnightly service thence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,
General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL...	"ANTENOR"	On 1st August.
GLASGOW and LIVERPOOL...	"DARDANUS"	On 8th August.
GLASGOW and LIVERPOOL...	"PROMETHEUS"	On 14th August.
GLASGOW and LIVERPOOL...	"PYRRHUS"	On 20th August.
GLASGOW and LIVERPOOL...	"DIOMED"	On 28th August.
GLASGOW and LIVERPOOL...	"JASON"	On 3rd September.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
LONDON	"ULYSSES"	On 7th August.
LONDON and ANTWERP	"TELEMACHUS"	On 19th August.
LONDON	"ANTENOR"	On 2nd September.
LONDON	"DARDANUS"	On 16th September.
LIVERPOOL DIRECT (Taking Cargo at London Rates)	"PYRRHUS"	On 20th September.

For Freight, apply to

The S.S. "ANTENOR" left Singapore on the 27th inst., and is expected here on the 1st prox.

BUTTERFIELD & SWIRE,
Hongkong, 29th July, 1902. AGENTS, O. S. S. CO. 11

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL.
SHANGHAI	† "WHAMPOA"	On 30th July.
SWATOW, and TIENTSIN	"NANCHANG"	On 30th July.
NAGASAKI, and KOBE	"KWANGSE"	On 31st July.
CEBU and ILOILO	* "KAIFONG"	On 2nd August.
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, MELBOURNE, and ADELAIDE	*‡ "TAIYUAN"	On 30th July.

* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.
† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.
‡ Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.
Hongkong, 30th July, 1902. 112

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMSUI, VIA SWATOW AND AMOY	"DAIJIN MARU" T. OGATA	SUNDAY, 3rd August.
TAMSUI, VIA SWATOW AND AMOY	"DAIGI MARU" T. KITANO	SUNDAY, 10th August.
FOOCHOW, VIA SWATOW AND AMOY	"ANPING MARU" G. SAKANO	THURSDAY, 31st July.
ANPING, VIA SWATOW AND AMOY	"MAIDZURU MARU" T. SAITO	WEDNESDAY, 6th August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to

THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 30th July, 1902. 115

PORTLAND & ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG *via* SHANGHAI, INLAND SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR PORTLAND, OREGON.
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO

STEAMSHIP	TONS.	CAPTAIN	HONGKONG.
"INDRAPURA"	3,152	Hollingsworth	Aug. 14, 1902
"INDRASAMHA"			Sept. 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.
Hongkong, 1st March, 1902. 141

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA,"

Captain A. G. Cubitt, R.N.R., carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 2nd August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed *via* Bombay WITH transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

E. A. HEWETT,
Superintendent.
Hongkong, 21st July, 1902. [1

TOYO KISEN KAISHA,
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU"
3,376 Tons,

Captain Tate, will be despatched for MANILA on THURSDAY, the 7th August, at NOON.
Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Prince's Buildings, Ice House Street.
Hongkong, 28th July, 1902. [16

REGULAR STEAMSHIP SERVICE TO NEW YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.
1902.

"ATHOLL"	About	5th Aug.
"LENNOX"	"	14th Aug.
"HEATHBURN"	"	21st Aug.
"RICHMOND CASTLE"	"	7th Sept.
"AFRIDI"	"	20th Sept.
"HILLGLEN"	"	30th Sept.

For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 24th July, 1902. [711

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (DIRECT),
Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.
(Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"CHINA,"

Captain Mosca, will be despatched as above on SATURDAY, the 16th of August, P.M.
This Steamer has Capital Accommodation for Passengers, Electric Light and carries a Doctor.
For information as to Passage and Freight apply to
SANDER, WIELER & CO.,
Agents,
Prince's Buildings.
Hongkong, 22nd July, 1902. [1900

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENTURRET,"

Captain R. Webster, will be despatched as above on SATURDAY, the 16th August.
For Freight, apply to
McGREGOR BROS. & COW.
Hongkong, 22nd July, 1902. [1357

ALTERATION.

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON VIA SUEZ CANAL.

THE Steamship

"BENLAWERS,"

Captain H. Bee, will be despatched as above on or about TUESDAY, the 5th August.
For Freight, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 29th July, 1902 [2048

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN."

Captain Schaw, will be despatched for the above ports on THURSDAY, the 14th August, at NOON.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the Steamers of the China Navigation Company and *vice versa*.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 22nd July, 1902 [2002

UNITED STATES AND CHINA-JAPAN S.S. LINE.
REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE, TO NEW YORK (VIA SUEZ CANAL).

THE following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:—

PROPOSED SAILINGS FROM HONGKONG.
S.S. "INDRAMAYO"... 15th Aug., 1902.
S.S. "INDRANI"... ... 15th Sept., 1902.
S.S. "INDRAWADI"... — Oct., 1902.
For Freight and further information, apply to
JARDINE, MATHESON & CO.,
Agents.
[1280]

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA MOJI, KOBE AND YOKOHAMA, FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO

Steamship.	Tons.	Sailing. 1902
"HYADES"	3,753	12th September.
"LYRA"	4,200	4th October.
"SHAWMUT"	9,606	23rd October.
"TREMONT"	9,606	17th December.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.
For Rates of Freight and further information, apply to—
DODWELL & CO., LD.,
General Agents.
Hongkong, 21st July, 1902. [1978

HONGKONG.
STEAMERS.

Amoy, German str., 668, Plambeck, July 26, Sander, Weler & Co
Anping Maru, Jap. str., 1,058, Sudzuki, July 26, Mitsui Bussan Kaisha
Argo, Norwegian str., 1,204, Melberg, July 23, Sander, Wieler & Co
Babelsberg, Ger. str., 1,379, Beeckmann, July 15, East Asiatic Trading Co
Braemar, British str., 3,216, Watt, July 11, Dodwell & Co., Limited
Buen Viaje, American str., 275, Ross, July 8, Order
Carl Diederichsen, German str., 774, Bendixen, July 24, Jebsen & Co
Catherine Apcar, British str., 2,727, Belson, July 27, D. Sassoon & Co., Ld.
Chiyuen, Chinese str., 1,211, Sleeman, July 24, Chinese
Chunsang, British str., 1,418, Arthur, July 22, Jardine, Matheson & Co
Crown of Arragon, British str., 1,474, Dorward, May 13, Gilman & Co
Decima, German str., 794, Schlaikier, July 18, Sander, Wieler & Co
Diamante, British str., 1,254, Roger, July 21, Shewan, Tomes & Co
Duke of Fife, British str., 2,416, Cox, July 19, Dodwell & Co., Limited
Gaelic, British steamer, 4,206, Finch, July 20, O. & O. S. N. Co
Hakata Maru, Jap. str., 3,817, Sommer, July 29, Nippon Yusen Kaisha
Hong Bee, British str., 2,056, Peters, July 28, Chinese
Hongkong Maru, Jap. str., 6,159, Filmer, July 26, Toyo Kisen Kaisha
Hue, French steamer, 704, Gedinan, July 23, A. R. Marty
Kaifong, British str., 1,041, Pennefather, July 26, Butterfield & Swire
Kumsang, British str., 2,076, Buller, July 18, Jardine, Matheson & Co
Lena, Norwegian str., 779, Borge, July 14, Sander, Wieler & Co
Loksang, British steamer, 979, Leask, July 17, Jardine, Matheson & Co
Marie Jebsen, Ger. str., 1,771, Hemmet, July 22, Jebsen & Co
Mausang, British str., 1,643, Welsh, July 14, Jardine, Matheson & Co
Michael Jebsen, Ger. str., 710, Jessen, July 2, Jebsen & Co
Mongkut, German str., 859, Gotsche, July 25, Melchers & Co
Namsang, British str., 2,519, Payne, July 25, Jardine, Matheson & Co
Oslo, Norwegian str., 778, Fredriksen, July 20, Sander, Wieler & Co
Pakshan, British str., 1,235, Reid, May 28, Bradley & Co
Pekin, British steamer, 2,522, Palmer, July 29, P. & O. S. N. Co
Pitsanulok, German str., 1,267, Bartling, July 26, Butterfield & Swire
Polynesien, French str., 2,903, Chevalier, July 29, Messageries Maritimes
Progress, German str., 682, Meyer, July 26, Siemssen & Co
Saga, Norwegian str., 699, Natvig, July 29, Chinese
Sandakan, German str., 1,374, Flesmann, July 20, Melchers & Co
Savoia, Ger. str., 1,600, Rebbelmund, July 24, Hamburg-Amerika Linie
Shikano Maru, Jap. str., 2,220, Fujita, June 21, Dodwell & Co., Limited
Shantung, Ger. str., 1,004, Engelhard, July 10, Melchers & Co
Sikhan, British steamer, 845, Jones, July 21, Bradley & Co
Taicnow, German str., 808, Johnson, July 19, Butterfield & Swire
Taisang, British str., 1,544, Bradley, July 25, Jardine, Matheson & Co
Talsian, British str., 1,121, Jenkins, July 5, Bradley & Co
Taiyuan, British str., 1,459, Dawson, July 9, Butterfield & Swire
Tetartos, German str., 1,578, Dinse, July 26, Siemssen & Co
Tirol, Austrian str., 3774, Bretfeld, July 26, Sander, Wieler & Co
Tosa Maru, Jap. str., 3,619, Christiansen, July 19, Nippon Yusen Kaisha
Triumph, German str., 769, Hansen, July 23, Jebsen & Co
Valetta, British steamer, 2,993, Cubitt, July 3, P. & O. S. N. Co
Victoria, American str., 2,112, Dobson, July 20, Dodwell & Co., Ltd.
Vulcan, British str., 2,207, Carter, July 17, Order
Whampoa, British str., 11,09, Laver, July 21, Butterfield & Swire

SAILING VESSELS.

Adolph Obrig, Amr. bqe., 1,006, Amesbury, May 30, Standard Oil Co
Allas, American ship, 1,352, McKay, July 14, Standard Oil Co
Comet, British barque, 3,000, Davis, April 28, Chinese
Dynomene, British ship, 1,809, Snodden, June 10, Government
Grosvenor, British barque, 516, Boga, June 13, Order
Kelat, British ship, 1,822, Hughes, July 23, Order
Kriemhild, Norw. ship, 995, Iversen, June 13, Sander, Wieler & Co
Leicester Castle, British ship, 2,009, Peattie, Mar. 4, Standard Oil Co
Lyderhorn, British barque, 2,868, Williams, June 23, Admiralty
Vale of Doon, Sarawak barque, 669, Petersen, July 1, Sander, Wieler & Co

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

Admiral Nakhimoff, Russian cruiser, 9,000 tons, Capt. Vaivolojsky, at Vladivostock
Alcout, Russian gunboat, 8 guns, 1,200 h.p., Capt. Guinter, at Vladivostock
Alouette, French cruiser, 300, Lieut. Acum Belloy, at Shanghai
Amiral Charner, French gunboat, 450 tons, Capt. Baehme, at Saigon
Annapolis, American gunboat, 1,000 tons, 10 guns, 177 h.p., Comdr. Karl Rohrer, at
Aspic French gunboat, 475 tons, 3 guns, 450 h.p., Comdr. Journet, at Saigon
Benguli, French gunboat, 580 tons, Lieut. Fitle, at Pakhoi
Bobr, Russian gunboat, 950 tons, 2 guns, 1,150 h.p., Capt. Dobrovolsky, at Hakodate
Brooklyn, American (flagship) armoured cruiser, Captain C. C. Todd, at Manila
Bugeaud, French cruiser, 4,009 tons, 19 guns, 9,000 h.p., Capt. Lefevre, at Nagasaki
Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Bassewitz, at Shanghai
Chasseloup Laubat, French cruiser, 3,800 tons, Capt. De Espinay St. Luc, at Saigon
Comete, French gunboat, Capt. Louel, in Gulf of Tonkin
Decidee, French gunboat, 690 tons, 6 guns, Capt. Lesmee, at Chefoo
D'Entrecasteaux, French flagship, 8,100 tons, 14 guns, 13,500 h.p., Capt. D. du Fournet, at Chefoo
Descartes, French cruiser, 4,000 tons, 13 guns, 9,000 h.p., Capt. de Saune, at Saigon
Dimitri Donskoy, Russian armoured cruiser, 6,000 tons, 34 guns, 7,000 h.p., Comdr. M. van der Sekrouff, at Singapore
Diu, Portuguese gunboat, 729 tons, Capt. P. d'Azevedo, at Hongkong
Don Juan de Austria, American gunboat, Com. Bowman, at Manila
Eclaireur, French gunboat, 8 guns, 2,050 h.p., Capt. Texier, at Taku
Friant, French cruiser, 4,000 tons, Capt. Adam, at Nagasaki
Furst Bismarck, German flagship, Vice-Admiral Bendemann, 11,000 tons, 36 guns, Capt. Friederick, at Yokosuka
Gaidamak, Russian torpedo-boat, 18 guns, 3,500 h.p., Capt. Serbrenniff, at Port Arthur
Geier, German cruiser, 1,600 tons, 8 guns, Comdr. Hilbrand, at Nagasaki
General Alava, American gunboat, 1,800 tons, Lieut.-Comdr. W. F. Halsey, at Manila
Gremiatschy, Russian gunboat, 1,492 tons, 2 guns, 2,500 h.p., Capt. Smirnoff, at Shanghai
Gromoboi, Russian battleship, 12,436 tons, 26 guns, 14,500 h.p., at Port Arthur
Guichen, French cruiser, 8,200 tons, Capt. De Surgy, at
Hansa, German cruiser, Rear-Admiral Kirchhoff, 6,800 tons, 30 guns, Capt. Paschen, at Tsintau
Helena, American gunboat, 8 guns, 1,998 h.p., Comdr. R. R. Ingersoll, at
Hertha, German cruiser, 6,100 tons, 30 guns, Capt. Derzewsky, at Nagasaki
Iltis, German gunboat, 1,000 tons, 10 guns, Lieut.-Comdr. Schamer, at
Isla de Cuba, American gunboat, 400 tons, Lieut. W. J. Maxwell, at Manila
Isla de Luzon, American gunboat, Comdr. J. K. Cogswell, at Manila
Jaguar, German gunboat, 900 tons, 10 guns, Comdr. Berger, at Shanghai
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Tugluoge, at Singapore
Kentucky, American battleship, 11,500 tons, Capt. C. H. Stockton, at Yokosuka
Kersaint, French gun-vessel, 1,280 tons, 13 guns, 2,200 h.p., Capt. Golleur, at Haiphong
Koreetz, Russian gunboat, 9 guns, 2,150 h.p., Capt. Novokowsky, at
Lion, French gunboat, 740 tons, 4 guns, 500 h.p., Capt. Frost, at Saigon
Lombardia, Italian cruiser, 2,900 tons, Captain John Bort, at Kobe
Luchs, German gunboat, 900 tons, 10 guns, Comdr. Wuthmann, at Hongkong
Mandjour, Russian cruiser, 14 guns, 1,400 h.p., Capt. Kuchaloff, at Port Arthur
Manila, American gunboat, 2 guns, 750 h.p., Comdr. T. H. Stevens, at Manila
Marco Polo, Italian cruiser, 4,883 tons, 31 guns, Capt. Paolo Botti, at Kobe
Maria Theresa, Austrian cruiser, 5,900 tons, 30 guns, Capt. Cosulich, at Hakodate
Monadnock, American double-turret monitor, 4,000 tons, 12 guns, 4,050 h.p., Capt. F. P. Gilmore, at Hongkong
Monocacy, American gunboat, 6 guns, 850 h.p., Comdr. F. M. Wise, at Taku
Monterey, American monitor, Capt. G. W. Pigman, at Shanghai
Navarin, Russian battleship, 2 guns, 1,150 h.p., Capt. Beklemeskeff, at
New York, American flagship, 8,200 tons, 24 guns, Capt. M. E. S. Mackenzie, at Amoy
New Orleans, American cruiser, Lieut.-Comdr. Sperry, at Nagasaki
Nive, French cruiser, 6,000 tons, Capt. Morazzani, at Taku
Olry, French gunboat, on the Yangtsze
Otvajny, Russian gunboat, 1,490 tons, 12 guns, 2,500 h.p., Capt. Jensen, at Port Arthur
Pascal, French cruiser, 14 guns, 8,500 h.p., Capt. Motet, at Chefoo
Pathfinder, American gunboat, 840 tons, Capt. J. P. Gilbert, at Manila
Peresviet, Russian battleship, 10,200 tons, Capt. Koroleff, at Yokohama
Petrel, American gunboat, 4 guns, 1,095 h.p., Comdr. C. C. Cornwell, at Manila
Petropavlovsk, Russian battleship, 12,000 tons, Capt. Grevais, at Vladivostock
Poltava, Russian battleship, 11,000 tons, Capt. Orgeroff, at Nagasaki
Princeton, American gunboat, 6 guns, 800 h.p., Comdr. J. R. Selfridge, at Manila
Puglia, Italian cruiser, 2,250 tons, 10 guns, Capt. Canale, at
Razboynik, Russian cruiser, 1,320 tons, 10 guns, Capt. Kewnaraky, at Kelung
Redoubtable, French cruiser, 9,437 tons, 8 guns, 6,071 h.p., Capt. Neny, at
Rossia, Russian cruiser, 12,200 tons, 28 guns, 14,500 h.p., Captain Lerebreunikoff, at Vladivostock
Rurik, Russian flag-ship, 48 guns, 13,500 h.p., Comdr. Haupt, at Vladivostock
Schwalbe, German cruiser, 1,120 tons, 8 guns, 1,500 h.p., Comdr. Boerner, at Chefoo
Seeadler, German cruiser, 1,640 tons, 8 guns, 2,800 h.p., Comdr. Schack, at
Sevastopol, Russian battleship, 10,900 tons, Capt. Meleutsky, at Kobe
Silatch, Russian gunboat, 4 guns, 1,200 h.p., Capt. Barranoff, at Port Arthur
Sivoutch, Russian gunboat, 13 guns, 1,200 h.p., Capt. Soubatin, at Taku
Styx, French cruiser, 1,800 tons, Capt. Vincent, at Saigon
Surprise, French gunboat, 2 guns, 900 h.p., Capt. Mornet, at
Tiger, German gunboat, 900 tons, 10 guns, Comdr. Werthmann, at Kiaochau
Variag, Russian cruiser, 6,530 tons, Capt. Behr, at Dalny
Vauban, French cruiser, 11 guns, 4,560 h.p., Capt. Bontet, at Kwanchauwan
Vesuvio, Italian cruiser, 1,500 tons, 18 guns, Capt. Zezi, at
Vicksburg, American gunboat, 1,000 tons, 10 guns, 1,118 h.p., Comdr. E. B. Barry, at Manila
Vipere, French gunboat, 400 tons, 4 guns, 441 h.p., Lieut. Villeneuve, at
Vladimir Monomakh, Russian cruiser, 600 tons, 16 guns, Capt. W. Wasilieff, at Hongkong
Vorwaerts, German gunboat, Capt. von Weise, on Yangtsze
Wilmington, American cruiser, 1,397 tons, 8 guns, Comdr. E. S. Prime, at Shanghai
Yorktown, American gunboat, 1,720 tons, 8 guns, 1,801 h.p., Comdr. W. Swift, at Yokohama
Zabiaka, Russian cruiser, 1,239 tons, 20 guns, 1,194 h.p., Comdr. Schkruff, at Dalny
Zaire, Portuguese gunboat, 558, Capt. Leol, at Hongkong

HIS BRITANNIC MAJESTY'S SHIPS IN THE CHINA SQUADRON.

Alacrity, despatch-boat, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Erskine, at Shanghai
Albion, battleship, 12,950 tons, 16 guns, Capt. C. G. F. M. Cradock, at Shanghai
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. E. D. Hunt, Straits
Arethusa, cruiser, 4,360 tons, 10 guns, 5,000 h.p., Captain J. Startin, at Nagasaki
Argonaut, 1st class cruiser, 11,000 tons, 16 guns, Capt. G. H. Cherry, R.N., Japan
Blenheim, 1st class cruiser, 9,000 tons, 12 guns, 21,411 h.p., Capt. F. H. Henderson, C.M.G., at Nagasaki
Bramble, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. M. Leake, at Taku
Britomart, gunboat, 710 tons, 6 guns, 1,300 h.p., Lieut.-Comdr. ———, at Ichang
Cressy, cruiser, 12,000 tons, 14 guns, 21,000 h.p., Capt. H. M. Tudor, at Weihaiwei
Eclipse, cruiser, 5,600 tons, 11 guns, Captain Stokes, at Hongkong
Esk, gunboat, 363 tons, 3 guns, 200 h.p., Lieut.-Comdr. W. F. Blunt, at Shanghai
Espiegle, gunboat, 1,070 tons, 10 guns, Captain Barton, at Nagasaki
Fame, torpedo-boat destroyer, 350 tons, 6 guns, 5,700 h.p., at Shanghai
Fearless, cruiser, 443 tons, 12 guns, Capt. J. R. Graham, at Hongkong
Firebrand, gunboat, 455 tons, 4 guns, 360 h.p., Lieut.-Comdr. C. P. Beatty Pownall, at Hongkong
Glory, battleship, 12,950 tons, 16 guns, 13,500 h.p., Captain W. A. Carter, at Weihaiwei
Goliath, battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. Lewis E. Wintz, at Weihaiwei
Handy, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut.-Comdr. G. C. Hardy, *en route* Weihaiwei
Hart, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., at Weihaiwei
Humber, storeship, 1,640 tons, Comdr. H. J. Davison, at Weihaiwei
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,000 h.p., in reserve, at Hongkong
Kinsha, river gunboat, 331 tons, Lieut.-Comdr. G. B. Powell, on the Yangtsze
Moorhen, river gunboat, 180 tons, 2 guns, at Hongkong
Mutine, sloop, 980 tons, 10 guns, Comdr. C. W. L. Pienderleath, at Swatow
Ocean, battleship, 12,950 tons, 16 guns, 13,500 i.h.p., Captain Richard W. Waite, at Weihaiwei
Otter, torpedo-boat destroyer, 350 tons, Lieut.-Comdr. Kaye, at Hongkong
Phœnix, sloop, 1,015 tons, 6 guns, 1,400 h.p., Comdr. W. H. Nicholson, at
Pique, cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, at Shanghai
Rambler, surveying-ship, 583 tons, Capt. Morris H. Smyth, at Hongkong
Rinaldo, sloop, 980 tons, Comdr. D. St. Aubyn Wake, at Shanghai
Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Godfrey G. Webster, on West River
Rosario, sloop, 980 tons, 6 guns, 1,400 h.p., Comdr. A. W. Hamilton, at Swatow
Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. Carr, at Hongkong
Snipe, river gun-boat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. R. W. Dalgety, at Ichang
Swift, gun-vessel, 756 tons, 6 guns, 870 h.p., in reserve, at Hongkong
Taku, torpedo-boat destroyer, 250 tons, 6 guns, 5,600 h.p., in reserve, at Hongkong
Talbot, cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. F. G. Stopford, at Kobe
Tamar, receiving ship, 4,000 tons, 6 guns, Commodore Robinson, at Hongkong
Teal, river gunboat, 180 tons, 2 guns, at Shanghai
Tweed, gunboat, 362 tons, 3 guns, 200 h.p., in reserve, at Hongkong
Vestal, sloop, 980 tons, 10 guns, 1,400 h.p., Capt. Frank H. Leyton, at Singapore
Waterwitch, surveying ship, 620 tons, 450 i.h.p., Lieut.-Comdr. W. O. Lyne, at Chefoo
Whiting, torpedo-boat destroyer, 360 tons, 6 guns, 5,900 h.p., Lieut. and Comdr. Mackenzie, at Shanghai
Wivern, coast defence ship, armoured, 2,750 tons, 4 guns, 1,000 h.p., in reserve, at Hongkong
Woodlark, gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, at Ichang.
Woodcock, gunboat, 150 tons, 2 guns, 550 hp., Lieut.-Comdr. H. W. R. Watson, at Hankow

LIEBER'S STANDARD CODE

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POST OFFICE NOTICES

Monday next, the 4th August, being a Bank Holiday, the Post Office will be open for one hour only, from 8 a.m. to 9 a.m.

Correspondence for local delivery may be posted up to 9 a.m.

The Night Box will be kept open during the time the office is closed.

The Money Order office will be entirely closed on that day.

The *Empress of China*, with the Canadian Mail, left Shanghai on Sunday, the 27th inst., at noon, and may be expected here to-day.

The *Chusan*, with the English Mail of the 4th July, left Singapore on Sunday, the 27th inst., at 10 a.m., and may be expected here on or about Friday, the 1st August. This Packet brings replies to letters despatched from Hongkong on 2nd June.

The *China*, with the American Mail of the 8th inst., left Yokohama on Monday, the 28th inst., at daylight, and may be expected here on or about Tuesday, the 5th August.

MAILS WILL CLOSE

FOR	PER	DATE
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA (Supplementary mail on board up to the time fixed for departure of the mail.)	*Polynesien*	Wednesday, 30th, 7.30 A.M.
Canton	*Honam*	Wednesday, 30th, 7.30 A.M.
Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Melbourne and Adelaide	*Taiyuan*	Wednesday, 30th, 10.00 A.M.
Bangkok	*Taichiow*	Wednesday, 30th, 10.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO (Supplementary mail on board up to the time fixed for departure of the Mail.)	*Gaelic*	Wednesday, 30th, Printed matter and samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.
Mucao	*Heungshan*	Wednesday, 30th, 1.15 P.M.
Shanghai and Weihaiwei	*Lokuang*	Wednesday, 30th, 3.00 P.M.
Shanghai	*Whampoa*	Wednesday, 30th, 4.00 P.M.
Singapore and Bombay	*Tirol*	Wednesday, 30th, 4.00 P.M.
Swatow and Tientsin	*Nanchang*	Wednesday, 30th, 4.00 P.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, B.C., and Seattle	*Tosa Maru*	Wednesday, 30th, 5.00 P.M.
Canton	*Fatshan*	Wednesday, 30th, 5.00 P.M.
Hoihow and Haiphong	*Carl Diedericksen*	Wednesday, 30th, 5.00 P.M.
Nagasaki and Vladivostock	*Savoia*	Thursday, 31st, 11.00 A.M.
Swatow, Amoy and Foochow	*Anping Maru*	Thursday, 31st, 11.00 A.M.
Singapore, Penang and Calcutta	*Kumsang*	Thursday, 31st, 2.00 P.M.
Swatow and Shanghai	*Taisang*	Thursday, 31st, 3.00 P.M.
Nagasaki and Kobe	*Kwangsi*	Thursday, 31st, 4.00 P.M.
Swatow, Amoy and Foochow	*Haiching*	Friday, 1st Aug., 11.00 A.M.
Tientsin	*Chunsang*	Friday, 1st Aug., 11.00 A.M.
Kudat and Sandakan	*Sandakan*	Satur., 2nd Aug., 8.00 A.M.
Moji, Kobe, Yokohama, Victoria, B.C., and Tacoma	*Duke of Fife*	Satur., 2nd Aug., 10.00 A.M.
Thursday Island, Townsville, Brisbane, Sydney and Melbourne	*Yawata Maru*	Satur., 2nd Aug., 10.00 A.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents.) (Supplementary mail on board up to the time fixed for departure of the mail.)	*Valetta*	Saturday, 2nd August Printed matter and samples 10.00 A.M. Registration 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.) Letters 11.00 A.M.

TO-MORROW.

Gymkhana, Happy Valley, 3.45 p.m.

COMMERCIAL.

CLOSING QUOTATIONS.

29th July.

ON LONDON.—
Telegraphic Transfer 1/8¾
Bank Bills, on demand 1/8½
Bank Bills, at 30 days' sight 1/8⅛
Bank Bills, at 4 months' sight 1/9 1/16
Credits, at 4 months' sight 1/9 3/16
Documentary Bills, 4 months' sight 1/9 3/16

ON PARIS.—
Bank Bills, on demand 2.18
Credits, at 4 months' sight 2.22

ON GERMANY.—
On demand 1.77½

ON NEW YORK.—
Bank Bills, on demand 42⅞
Credits, 60 days' sight 43⅛

ON BOMBAY.—
Telegraphic Transfer 130
Bank, on demand 130¼

ON CALCUTTA.—
Telegraphic Transfer 130
Bank, on demand 130¼

ON SHANGHAI.—
Bank, at sight 74½
Private, 30 days' sight 75

ON YOKOHAMA.—
On demand 18½ p.c.pm.

ON MANILA.—
On demand 2 p.c. pm.

ON SINGAPORE.—
On demand 1 p.c. pm.

ON BATAVIA.—
On demand 104⅜

ON HAIPHONG.—
On demand 1½ p.c.pm.

ON SAIGON.—
On demand 1½ p.c. pm.

ON BANGKOK.—
On demand 60½

SOVEREIGNS, Bank's Buying Rate $11.40

GOLD LEAF, 100 tael, per tael $59 75

FINE SILVER, per oz. 24 7/8

OPIUM.

28th July.

Quotations are:—			
Malwa New	$910	to $920	per picul
Malwa Old	$1000	to $1010	"
Malwa Older	$1020	to $1040	"
P. P. per-wrapped	—	to —	"
Persian fine quality	600	to —	"
Persian extra fine	—	to —	"
Patna New	915	to —	per chest.
Patna Old	$927½	to —	"
Benares New	$915½	to —	"
Benares Old	915	to —	"

VESSELS EXPECTED.

THE CANADIAN MAIL.

The C.P.R. steamer *Empress of China* arrived at Shanghai at 7 p.m. on the 26th inst., and left again at noon on the 27th for Hongkong, and may be expected here at 8 a.m., to-day.

THE ENGLISH MAIL.

The P. & O. steamer *Chusan* left Singapore for this port on the 27th inst., at 10 a.m., and is due here on the 1st prox., at about 8 a.m.

THE GERMAN MAILS.

The Imperial German mail steamer *Konig Albert* left Colombo on the 25th inst., p.m., and may be expected here on or about the 5th prox.

The Imperial German mail steamer *Kiautschou* left Kobe *via* Nagasaki and Shanghai on the 27th inst., p.m., and may be expected here on or about the 6th prox.

THE AMERICAN MAILS.

The P.M. steamer *China*, with mails, &c., from San Francisco to the 8th inst., *via* Honolulu, left Yokohama for this port on the 28th inst., at daylight, *via* Inland Sea, &c.

The O. & O. steamer *Doric*, with mails, &c., left San Francisco for this port *via* Honolulu, &c., on the 16th inst.

The P.M.S.S. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port, *via* Honolulu, &c., on the 24th inst.

MERCHANT STEAMERS.

The N.Y.K. steamer *Yawata Maru* (Australian Line) left Nagasaki for this port on the 26th inst., p.m., and is expected here to-day.

The "Ben" Line steamer *Benalder*, from Antwerp and London, left Singapore on the 24th inst., and is due here to-day.

The C.M. steamer *Pingsuey*, from Glasgow, Liverpool and Straits, left Singapore on the 23rd inst., and is expected here to-day.

The "Shire" Line steamer *Denbighshire* left Singapore on the 23rd inst., and may be expected here to-day.

The H.A.L. steamer *Königsberg*, from Hamburg, left Singapore for this port on the 25th inst., p.m., and may be expected here to-day.

The O.S.S. steamer *Antenor* left Singapore on the 27th inst., and is expected here on the 1st prox.

The C.M. steamer *Paklung*, from Glasgow, Liverpool and Straits, arrived at Singapore yesterday and sails for Hongkong to-day.

The B. & A. steamer *Guthrie* left Port Darwin on the 24th inst. for this port *via* Manila, and may be expected here on or about the 5th prox.

The N.Y.K. steamer *Kagoshima Maru* (Bombay Line) left Bombay *via* Colombo and Singapore for this port on the 28th inst., p.m., and is expected here on the 14th prox.

The N.P. steamer *Tacoma* left Yokohama for Hongkong on the 28th inst.

The "Barber" Line steamer *Lowther Castle* left New York on the 15th ult. for the Straits, Hongkong, China and Japan.

The P. & A. steamer *Indravelli* left Portland Oregon) on the 17th ult. for Hongkong *via* Japanese ports and Shanghai.

The P. & A. steamer *Indrapura* left Portland on the 3rd inst. for Hongkong *via* Japan ports.

The N.P. steamer *Tacoma* left Tacoma for Japan and Hongkong on the 12th inst.

The Boston steamer *Hyades* left Tacoma for Japan and Hongkong on the 21st inst.

STEAMERS PASSED THE CANAL.

OUTWARD.—29th June—*Glamorganshire*. 24th—*Denbighshire, Pingsuey, Aphrodite*. 1st July—*Benalder*. 4th—*Konigsberg, Antenor, Ajton, Montenegro*. 8th—*Dardanus, Nippon, Anomba, Lothian*. 11th—*Glenesk, Proteus*. 15th—*Konig Albert, Andalusia, Tonkin, Bamberg, Ceylon, Odessa*. 16th—*Awa Maru, Prometheus*. 25th—*Candia, Freiburg, Kintuck*.

HOMEWARD.—1st July—*Mogul*. 4th—*Queensland*. 11th—*Sumatra*. 15th—*Macduff*. 16th—*Pak Ling, Ajax, Java, Cowrie*. 22nd—*Benvenue, Suevia*. 25th—*Moyune, Pyrrhus, Sydney*.

ARRIVALS AT HOME.—3rd June—*Indus*. 10th—*Calchas, Glenlochy, Hudson, Kamakura Maru*. 17th—*Silesia* (Aus.). 20th—*Prinzess Irene*. 24th—*Inaba Maru*. 1st July—*Segovia, Machaon*. 4th—*Laos, Adria, Prinz Regent Luitpold*. 7th—*Japan*. 8th—*Mariatow, Hitachi Maru, Glaucus, Flandria*. 11th—*Achilles*. 14th—*Socotra*. 15th—*Suevia, Ixion, Hyson*. 16th—*Austria, Glengyle, Kaisow*. 22nd—*Preussen, Salazie, Wakasa Maru, Marburg*. 25th—*Serbia, Agamemnon*.

PASSENGERS.

ARRIVED.

Per *Hakata Maru*, from London, for Hongkong, Lieut.-Col. and Mrs. Heron and child, Mrs. Richardson and two children, Mrs., Miss and Master Lester and child, Messrs. G. Heron, R. Sharp, G. Gittins, R. Harley, N. Brester, N. Coughlan, W. George, N. Price, T. Duncan and W. Whitehead; for Shanghai, Mrs. G. Mackernie and two children and Miss B. Morrison; for Manila, Messrs. Brill and Mackintosh; for Kobe, Mr. and Mrs. N. B. Wester Lout and two children, Messrs. Yokabe and R. Inada; for Yokohama, Rev. A. E. Webb, Dr. S. Leo, Messrs. W. H. Stone and S. Akiyoshi and Miss T. Yamada.

Per *Polynesien*, for Hongkong, from Singapore, Messrs. Siva and Koenecke; from Saigon, Mr. and Mrs. Bertrand, Messrs. Andrews, Jean B. Kallet, Tou, L. G. Vincent, E. Schippe and A. Barfell; for Shanghai, from Marseilles, Mr. and Mrs. J. Halbrann, Mrs. Rousel Leber, Messrs. Soirot, Poitaut, Ricou, Tap, Estaque, Dunatier, Marin, Chappelle, Lombard, Preusselle, Condreau, Martin Georges, Gardini, Bou, Adrian, Martel, Roussel, Versepuy, Poitevin and Mathio; from Singapore, Mr. S. Johsno; from Saigon, Mr. Denaire; for Yokohama, from Marseilles, Messrs. Cherfilo, Picard, Varesy, Loyer, Babert, Baudroit, Punhode, Hautepurle and Pous; from Colombo, Mr. Marcel Marchand; from Singapore, Messrs. H. C. Gilland and Aoran; from Saigon, Messrs. Surchamps and Bardon; for Nagasaki, from Saigon, Mrs. Amossa and Mrs. Omuta.

HONGKONG REGISTER

	Previous day 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.25	29.60	29.57
Temperature	78	78	82
Humidity	92	91	85
Direction of wind	NW	SW	S
Force	3	4	3
Weather	oq	oq	oq
Rain	—	0.49	—

Highest open air temperature on the 28th 85
Lowest open air temperature on the 29th 77

Hongkong Observatory, 29th July.

JOINT STOCK SHARES.

Hongkong, 29th July.

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shai.	$125	$610, sellers; L'don, £63.
Natl. Bank of China A. Shares	£2	$27, buyers
B. Shares	£8	$27, buyers
Foun. Shares	£1	$10, sellers
Bell's Asbestos E. A.	£1	$1, buyers
Campbell, Moore & Co.	$10	$21, buyers
China-Borneo Co., Ld.	$15	$25, sellers
China Light and Power Co., Ld.	$20	$15, seller
China Prov. L. & M.	$10	$10, sellers
China Sugar	$100	$104, sellers
Cigar Companies—		
Alhambra, Ld.	$500	$500, nominal
Philippine Tobacco Trust Co., Ld.	$50	$45.
Cotton Mills—		
Ewo	Tls. 100	Tls. 42, sellers
International	Tls. 100	Tls. 35, sellers
Laou Kung Mow	Tls. 100	Tls. 45, sellers
Soychee	Tls. 500	Tls. 150.
Hongkong	$10	$17½, sellers
Dairy Farm	$6	$12, buyers
Fenwick & Co., Geo	$25	$48, sales & buy.
Green Island Cement	$10	$21, seller
H. & C. Bakery	$50	$40.
Hongkong & C. Gas	£10	$150, buyers
Hongkong Electric	$10	$13, sellers
	$5	$6½, sellers
H. H. L. Tramways	$100	$340, buyers
Lk. Steam Water-boat Co. Ld.	$7	$9½, buyers
Hongkong Hotel	$50	$135, sellers
Hongkong Ice	$25	$242½, buyers
H. & K. Wharf & G.	$50	$88, sales & sel.
Hongkong Rope	$50	$145, sellers
H. & W. Dock	$50	$220, sellers
Insurance—		
Canton	$50	$162½, sellers
China Fire	$20	$81, buyers
China Traders'	$25	$57, sales
Hongkong Fire	$50	$330, sales & sel.
North China	£25	Ts. 187½, sellers
Ocean	$20	nominal
Union	$50	$87½, buyers
Yangtsze	$100	$130.
Land and Building—		
Hongkong Land Inv.	$100	$177½, sellers
Humphreys Estate	$10	$11½, sellers
Kowloon Land & B.	$30	$30, sellers
West Point Building	$50	$53, sellers
Luzon Sugar	$100	$20, sellers
Manila Invest. Co. Ld.	$50	$20, sellers
Mining—		
Charbonnages	Fcs. 250	$550.
Chinese	$5	50 cts., buyers
Queen's Mines, Ld.	25c.	nominal
Rivers Mines, A.	$5	nominal
Do. B.	$5	nominal
Punjom	$10	$4½, sellers
Do. Preference	$1	$1½, sellers
Raubs	13/10	$8½, sellers
New Amoy Dock	$50	$36, buyers
Oriente Hotel, Manila	$50	$45, sellers
Powell, Ld.	$10	$8½, sellers
Robinson Piano Co., Ld.	$50	$55.
Steamship Coys.—		
China and Manila	$50	$35, sellers
	$5	nominal
Douglas Steamship	$50	$131, sellers
H., Canton and M.	$15	$30, sellers
Indo-China S. N.	£10	$85.
Shell Transport and Trading Co.	£1	£2, sellers
Star Ferry	$100	$203½, sellers
Tebrau Planting Co.	$5	$11.
	$5	nominal
United Asbestos	$5	$9, sales & sellers
Do.	$10	$175, buyers
Universal Trading Co., Ld.	$20	$21, sellers
Watkins, Ld	$10	$6⅔, buyers
Watson & Co., A. S.	$10	$14½, sellers

VERNON & SMYTH, Brokers

THE WEATHER.

CHINA COAST METEOROLOGICAL REGISTER, 28th JULY, P.M.

STATION.	Hour.	Barometer red. to sea level and 32° Fahr	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.
Vladivostok	2 p.	29.79	64	—	S	3	f
Nemuro	"	30.04	—	—	SE	4	—
Hakodate	"	29.97	—	—	SE	8	—
Tokyo	"	29.94	—	—	S	4	—
Kochi	"	29.91	—	—	NE	2	—
Nagasaki	"	29.91	—	—	SW	4	—
Kagoshima	"	29.91	—	—	S	2	—
Oshima	"	29.88	—	—	SE	4	—
Naha	"	29.81	—	—	S	2	—
Ishigakijima	"	29.70	—	—	S	8	—
Taihoku	1 p.	29.61	—	—	E	8	—
Taichu	"	—	—	—	—	—	—
Tainan	"	—	—	—	—	—	—
Koshun	"	29.66	—	—	SE	6	—
Pescadores	"	29.59	—	—	S	10	—
Gutzlaff	3 p.	29.79	82	87	SE	5	bv
Sharp Peak	"	29.62	83	83	N	3	o
Amoy	2.30 p	29.45	12	83	E	5	uqp
Swatow	3 p.	—	—	—	—	—	—
Canton	"	29.29	90	63	N	2	o
Hongkong	4 p.	29.25	76	92	NW	3	oq
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	29.25	—	—	NW	7	—
Macao	"	29.34	79	—	WNW	4	or
Haiphong	1 p.	—	—	—	—	—	—
Manila	4 p.	29.72	84	77	SSW	1	c
Malate	3 p.	—	—	—	SW	3	o
Bacolod	"	—	—	—	SW	4	b
Iloilo	"	29.81	85	—	NW	3	b
Cebu	"	29.79	87	—	S	1	b
C. S. James	"	—	—	—	—	—	—

20th JULY, A.M.

Vladivostok	7 a	29.68	62	99	S	6	or
Nemuro	6 a.	30.02	—	—	—	0	—
Hakodate	"	30.01	—	—	E	6	—
Tokyo	"	29.94	—	—	—	0	—
Kochi	"	29.87	—	—	—	0	—
Nagasaki	"	29.91	—	—	—	0	—
Kagoshima	"	29.91	—	—	N	2	—
Oshima	"	29.92	—	—	S	2	—
Naha	"	29.89	—	—	—	0	—
Ishigakijima	"	29.77	—	—	SW	6	—
Taihoku	5 a.	29.71	—	—	SE	2	—
Taichu	"	29.64	—	—	—	0	—
Tainan	"	29.70	—	—	S	6	—
Koshun	"	29.74	—	—	SE	4	—
Pescadores	"	29.65	—	—	S	6	—
Gutzlaff	9 a.	28.80	81	96	ESE	4	cm
Sharp Peak	"	29.71	80	94	S	2	ow
Amoy	6.30 a	29.54	82	84	SE	6	c
Swatow	9 a.	—	—	—	—	—	—
Canton	"	—	—	—	—	—	—
Hongkong	10 a.	29.59	79	94	SW	4	orq
Victoria Peak	"	—	—	—	—	—	—
Gap Rock	"	29.58	—	—	SW	4	—
Macao	"	29.56	82	—	SSE	1	or
Haiphong	7 a.	—	—	—	—	—	—
Manila	10 a.	—	—	—	—	—	—
Malate	9 a.	—	—	—	—	0	o
Bacolod	"	—	—	—	—	0	o
Iloilo	"	29.90	84	—	W	1	or
Cebu	"	29.87	87	—	S	2	o
C. S. James	7 a.	—	—	—	—	—	—

On the 28th at 4 p.—Typhoon East of Hongkong and about to enter the coast.

On the 29th at 5.15 a.—Black North Cone hoisted.

At 11.10 a.—The Typhoon entered the coast to the E of Hongkong last evening, moving Northwards. It is probably filling up. The barometer has risen generally, particularly in the neighbourhood of Hongkong. Pressure is high over E Japan and a depression is advancing Eastwards over Manchuria. Moderate to strong SE to SW winds along the China coast. Forecast:—Moderate SW winds; squally, rainy.

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HONGKONG TIDE TABLE.

From 30th July to the 5th August.

		High Water.		Low Water.	
Day of Week	Day of Month	Hongkong Mean Time.	Height.	Hongkong Mean Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	30	m 4 3	4 1	m 11 14	—1 2
		5 43 a	1 7	10 [illegible] a	1 0
Thur.	31	m 5 8	4 5	m 0 42	—1 8
		7 41 a	1 7	11 8 a	1 0
Fri.	1	m 6 9	4 9	m 1 33 a	—1 3
		8 17 a	1 9		
Sat.	2	m 7 8	5 2	m 0 12	1 0
		9 [illegible] a	2 2	2 17 a	—1 6
Sun.	3	m 8 3	5 4	m 0 9	0 8
		10 46 a	2 4	2 58 a	—1 8
Mon.	4	m 8 54	5 4	m 2 2	0 8
		10 21 a	2 6	3 38 a	—1 8
Tues.	5	m 9 41	5 3	m 2 55	0 4
		10 [illegible] a	2 8	4 11 a	—1 6

NOTICE TO CONSIGNEES

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "AFRIDI," FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY, the 24th inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 31st inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 2nd August, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 31st inst., at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 24th July, 1902. [2034

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship "CATHERINE APCAR," having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once at Consignees' risk and expense.

Cargo remaining on board after 2 P.M., on the 30th inst., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their Goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 28th July, 1902. [2047

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship "BAYERN," OF THE NORDDEUTSCHER LLOYD, having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10 A.M. TO-DAY, the 23rd inst.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 30th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 29th July, at 9.30 A.M., and THURSDAY, the 31st July, at 9.30 A.M.

All Claims must reach us before the 5th August, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD.
MELCHERS & CO.
Hongkong, 23rd July, 1902. [5

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